

Mono County Local Transportation Commission

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AGENDA

May 8, 2017 – 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:** Approve minutes of April 10, 2017 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. **PUBLIC HEARING:** Unmet Transit Needs (*continued from April 10, 2017*). Receive input & testimony from public & Social Services Transportation Advisory Council, provide feedback to staff about evaluation of unmet needs, & provide any other desired direction to staff (*Michael Draper*) – **p. 5**
 - B. Adopt Resolution R17-05 on Unmet Transit Needs & provide any desired direction to staff (*Michael Draper*) – **p. 20**
 - C. OWP (Overall Work Program) amendment 2016-17, final adjustments. (*Gerry Le Francois*) – **p. 22**
 - D. Walk/Bike/Ride (*John Wentworth*)
 - E. CTC (California Transportation Commission) meeting strategy (*Gerry Le Francois*) – **p. 25**
6. **LOCAL TRANSPORTATION**
 - A. Reds Meadow Road federal grant – **p. 28**
 1. Approve letter of support, and provide desired direction to staff – **p. 36**
 2. County boundary adjustment legal process – informational – **p. 39**
 - B. US Bicycle Route: Consider authorizing letter of support – **p. 40**
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA): Operating statistics (*Jill Batchelder*) – **p. 44**
 - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS**
 - A. Trans-Sierra pass openings
 - B. TCR (Transportation Concept Report) for SR 168 (*Mark Heckman*) – **p. 48**
 - C. Activities in Mono County & pertinent statewide information
9. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes
 - B. Mono County – **p. 82**
 - C. Caltrans – **p. 93**

More on back...

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

10. **INFORMATIONAL:** No items

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to June 12, 2017

***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).

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

9. **INFORMATIONAL:** No items

10. **UPCOMING AGENDA ITEMS**

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DRAFT MINUTES

April 10, 2017

COUNTY COMMISSIONERS: Larry Johnston, John Peters, Fred Stump

TOWN COMMISSIONERS: Dan Holler for Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Janet Dutcher, Gerry Le Francois, Michael Draper, Wendy Sugimura. CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Ryan Dermody

ESTA: Jill Batchelder, John Helm

SSTAC: Rick Franz, Jill Batchelder, John Helm

GUESTS: Ralph Obenberger, Wayne Beaver, Dave & Linda Dore

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

2. PUBLIC COMMENT: No items.

3. MINUTES

MOTION: Approve minutes of March 13, 2017, as amended: Item 6B after motion: **Commissioner Johnston indicated his concerns with the sidewalk project which would be undesirable for pedestrians, unsafe, and subject to severe snow removal operations if the sidewalk were located immediately adjacent to Main Street.** (Stump/Richardson. Ayes: 6-0. Abstain due to absence: Holler.)

4. PUBLIC HEARING: Unmet Transit Needs.

Scott Burns noted SSTAC members had not been fully apprised, so suggested continuing hearing to May 8.

Wendy Sugimura cited PUC (Public Utilities Commission) code to provide annual hearing and formal unmet transit needs hearing process. LTC has never allocated funds to streets and roads. Important for public input and keeping options open for main budget allocation. SSTAC is directly connected to those who need services. File with State in June.

Today's attendees come back? No, but nice to hear conversations.

Sugimura introduced Rick Franz, and John Helm and Jill Batchelder from ESTA, which coordinates Inyo and Mono counties.

Michael Draper noted elderly, disabled, low-income transit not available. Defined categories. Staff attended RPACs: Antelope Valley, Bridgeport Valley, June Lake CAC, Mono Basin, Chalfant/Benton/ Hammil, and Long Valley/Paradise/Swall Meadows). Few needs were indicated.

OPEN HEARING: No comments. **CONTINUE to May 8.**

5. COMMISSIONER REPORTS: **Stump:** None. **Johnston:** State transportation bill SB 1. Commended CSAC (California State Association of Counties) effort contacting legislators up to last minute. Means additional money, forwarding projects on hold. **Stump:** Needed to be done, but no reason for self-congratulations, when diverted, borrowed, and not paid back money. Pushed to limit, not enthusiastic support. Politicians for years could not deal with issues. Impact on lower-income, California has highest gas tax in nation (Johnston corrected to second highest). **Wentworth:** Thanks for engagement on Reds Meadow Road project. Also Walk/Bike/Ride.

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Varied agencies involved. Potential for significant changes along Main Street, report at next meeting. **Peters:** BOS item for SR (State Route) 120. Nevada meeting on Walker "River Irrigation District shed light on snowpack in mountains – 213% of normal water content, Leavitt Lake at record level. Challenging because each new snowfall slows melting process.

6. ADMINISTRATION

A. **LTC financial audit:** Janet Dutcher sequentially reviewed audit report, citing some notables: 1) independent auditor's report is best can get; 2) resources for future years up \$69,000 due to 2013-14 error. 3) Grant-driven agency reimbursed by revenues; 4) total revenues = \$648,000, expenses = \$580,000, so carry-over funds; and 5) PTMISEA (Public Transportation Modernization Improvement & Service Enhancement Account) held for ESTA improvements at transit facility.

No non-compliance. Good to go for another year. The LTC accepted financial audit by consensus.

B. **Overall Work Program:** Gerry Le Francois still has draft OWP for 2017-18. OWP was in packet February and March, not included this time. Wentworth noted *Walk/Bike/Ride was included*.

C. **CTC meeting in September:** Gerry Le Francois noted staff's desire for most of LTC to attend. Safest approach is to agendize any potential participation as a Special Meeting.

Issue for LTC? *Open special meeting*. Agenda components? Issues successfully completed. CTC's regular meeting. Wentworth suggested sustainable recreation in gateway communities, engagement with other partners.

How does State look at rural communities? Le Francois indicated economic advantages/disadvantages, lack of private land. Maybe have 5-10 minutes.

Dermody noted staff sets agenda, not full commission. Involve Kern. Working on agenda with Le Francois. Get group together. Wentworth suggested being good hosts with good show. Dermody wanted to make it memorable.

Johnston mentioned rest area open year round. Funding not work without sales tax generation, other groups push forward projects. Rurals do not get as much money. Wentworth wanted to know what financing looks like for rural areas.

Green indicated Caltrans would not do that much at CTC meeting. Huge opportunity to host CTC and hear challenges from LTC, not Caltrans. Let CTC know challenges. Maybe town hall for CTC, staff and elected officials telling what they do. Set strategy meeting to formulate agenda.

7. LOCAL TRANSPORTATION

A. **Reds Meadow Road FLAP (Federal Lands Access Program):** Grady Dutton noted May 12 FLAP application deadline. ESTA added \$1 fee to shuttle trip. Create fund for future maintenance, \$100,000/yr. Met March 20 with USFS and FHWA (Federal Highway Administration). Town resolution adopted April 5. No request to authorize FLAP letter in support of Reds Meadow project, bring back May 8. Match = 11.4%. NPS possibly provide part of match, not yet confirmed. Applications more successful with over-match. Town resolution noted regional resource's deteriorating condition. Town likely unable to help open Hwy. 120 due to Lakes Basin, Reds Meadow. Digital 395 has federal dollars, possibly include conduit in project. Will seek federal funds to assist. USFS and NPS budgets cut, so likely unable to help. Quality of visitor experience is high priority.

Support letter from LTC and BOS? Yes. Would show regional cooperation, everyone on board. Madera gets revenue, so maybe support letter or even \$1,000 or \$5,000.

ESTA contribution possible for USFS and NPS (National Park Service)? Dutton indicated limited ability to charge entry fees at USFS. Holler cited maintaining "our" road, so not collect fees from USFS or NPS.

Taking over their responsibility, maybe contribute a little bit? Wentworth stated USFS is providing NEPA and design work, so not talk about entrance fees.

Sell maps at interpretive center? Dutton indicated plenty of time to find other ways to enhance funding.

Wentworth noted resolution can be tweaked. Walk/Bike/Ride reach out to MMSA to provide transit hub. LAFCO opportunity to move county lines? Scott Burns stated not LAFCO issue.

Reds or Red's for consistency? CD Ritter recalled that Sandy Hogan, formerly USFS, indicated no punctuation in Reds Meadow or Devils Postpile. Verify with USFS.

Move county lines? Burns would continue outreach with Madera, verify process with County Counsel. Stump recalled Mono and Town put lots of effort into land exchange. Dutton indicated MMSA started to participate in Walk/Bike/Ride. Wentworth suggested discussing county lines with Congressman Paul Cook.

Le Francois noted desire to over-match. New STIP now. Typically get new funding. LTC preserved Freeman Gulch segment one, Olancho/Cartago is outstanding; hopefully Kern will pay back money to Freeman Gulch for Olancho/Cartago. Reserve of \$11 million was loaned out to others. STIP needs to be revenue neutral. Johnston thought over-match good idea, but not if it cuts out Olancho/Cartago project. LTC still has Conway Summit project. Dermody confirmed North Conway two-lane to four lane, and passing lanes in Bridgeport Valley.

Le Francois noted High Point correction at Topaz became safety element, so cost much less. Mono is considered in southern part of California.

Le Francois indicated Inyo is working on Mosquito Flat [in Rock Creek Canyon]. Mono may have agreement with Inyo on upper-section maintenance. Lower section used toll credits. Johnston discussed cycling on upper section with Inyo's Courtney Smith. Much narrower, so turnouts.

MOTION: Approve application & consider future Regional Transportation Improvement Program (RTIP) amendment for match purposes. (Ayes: 5-0.)

B. Upper Rock Creek FLAP grant:

MOTION: Authorize chair's signature on letter of support for upper 1.3 miles of Rock Creek Road (Johnston/Wentworth. Ayes: 5-0.)

8. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** John Helm presented preliminary results. Ridership up system wide. Mammoth Express up 66% over last year due to snow shovellers. During significant January/February weather Town kept roads open, but transit was impacted. What ESTA predicted happened: Gray Line ceased, Town trolley filled in some, ridership went to Red Line. MMSA up 15%, Trolley up 6%. Couldn't operate nights. Old Mammoth limited route set up. Better service up Meridian corridor, be more efficient. Productivity increased 14%.

ESTA anticipates transition plan for consistent service to community in effect April 24: Red Line to discontinue, Town trolley day and night. Connector shuttle at Village.

New service in Bishop: Recreation route to lakes mid-June to mid-August. Positive feedback about new service. Buses have two bike racks.

ESTA continues workshops with Mammoth Lakes Housing. Struggling with recruiting and housing.

Wentworth suggested Helm present to Town Council follow-up on Gray Line closure. Looking at how to distribute Mammoth folks. Johnston noted Gray Line serviced workforce housing.

B. **Yosemite Area Regional Transportation System (YARTS):** Michael Draper noted recommendation for JPA budget, up 3.6% due to admin and replacement costs. Merced agreement for five-year renewal. Summer schedule unchanged. Online reservations available now. Opening Memorial Day weekend. Social media push: 5,256 visitors/week.

ESTA discussed transfer site with YARTS, no more McDonalds. Bus shelter by park and ride.

Draper cited \$3,000 damage at Lee Vining stop.

--- Break: 10:35-10:40 ---

9. CALTRANS

A. **District 9 2017 construction:** Ryan Dermody described Mono projects scheduled for short construction season: Walker Cap M (major maintenance); Green Lakes Cap M started last summer; biggest Sheep Ranch shoulder project north of Buckeye Road north of Bridgeport; and environmental permits from CDFW (California Department of Fish & Wildlife) and Lahontan Regional Water Quality Control Board where lots of wildlife live. Three-year project. Turn pockets slated. Biggest project in district is SR 14 Freeman Gulch segment one (five miles), Lake Isabella excluded. Likely two seasons. Green noted groundbreaking in Kern, but funding by Mono and Inyo.

North County projects simultaneous? Yes. Potential delays 20 minutes times three? Mostly seven-minute delays. Start dates hard to tell. Truck turn-around project at SR 108 likely in two years. Fix for rumble strip? *No, maybe thin blanket treatment.* Inventory of winter damage? *Still doing assessments.*

B. Average Annual Daily Traffic Count 1992-2016: Ryan Dermody noted traffic increases.

Why increase? *Everything went up. Beware talking of trucks in our area, as other areas have tens of thousands per day.*

Project at 395/58? *Kramer Junction. SR 58 third or fourth highest goods movement corridor. Update construction map.*

C. Activities in Mono County & pertinent statewide information: Brent Green noted passage of SB 1: Road Repair & Accountability Act. Fix it first, not expand. A 20-cent diesel excise tax is devoted to beneficiaries such as shipping industries. Payback from general fund loans. ATP (Active Transportation Program), bridges, culverts, local planning grants. STIP projects got very little money out of SB 1 (Freeman Gulch, Olancha/Cartago). Almost all Eastern Sierra safety and shoulder widenings projects are SHOPP (State Highway Operation & Protection Program). Change of money flow affects us almost immediately. Funds based on performance condition. Redo performance targets, contract out projects. Lots of unknowns. Topaz project was SHOPP, maybe North Conway as well? Dermody stated could be.

Penalized if poor to fair to good? Policy implications in SB 1? Green stated could ask for up to six different elements, but can't switch money between. Can lose time awaiting approval.

Does SB 1 help with snow removal? Green noted statewide damage funds exceed \$860 million, very little for this area. Extra snow is not actual damage like bridge collapse. Not open passes simultaneously. SR 120 not just snow removal, but rockfall, etc. Caltrans not seeking outside help. Mono has helped NPS (National Park Service). Memorial Day opening unlikely.

Wentworth suggested debrief on snow effects. Have conversation with Caltrans. Short staffed on SR 203. Green indicated everyone in state hit at same time. Manpower issues, new equipment last year did not work as well as expected. What is Caltrans doing about staffing? Green mentioned availability and process. Hiring takes three to four months. Equipment operators arrive relatively experienced, not entry level. Hire at lower level and train.

Canyon between Walker and SR 108? Dermody indicated SHOPP project taken off list. Sacramento thinks pavement's fine. Bringing back Walker Canyon project.

Prioritization matrix? Dermody indicated not yet, maybe in six months.

Green stated Monitor Pass has one lane open, Sonora snow removal equipment for 5'-12' snow, may start; Bodie Road open, but State Parks said close it; SR 120E fully ready before weekend storm; June Lake Loop cleared, reassess after weekend storm, maybe open this week; Reds Meadow Road? No idea; 168W to lakes not yet; Crestview rest area open; SR 120W damage assessment, drifts up to 50', snowpack up to 15', last pass to open. Still getting snow, which sets back clock. Problematic area first couple miles. Wentworth noted no help from MMSA.

SR 182 closure may continue week or two. Peters noted Mono employees, ranchers bringing horses, and law enforcement travel Bridgeport to Smith Valley. *Caltrans will issue frequent press releases.*

Start clearing Tioga Road? *Staging equipment at bottom. No set calendar date.*

Park and ride cleared by Caltrans for commuters? *State looking to remove park and ride from inventories. Federal restrictions on signage, etc. Constant battle with feds.*

10. INFORMATIONAL

A. State transportation funding legislation

11. UPCOMING AGENDA ITEMS: 1) OWP amendment; 2) unmet transit needs; 3) LTF funding; 4) Walk/Bike/Ride; 5) CTC strategy session; 6) Reds Meadow FLAP; 7) quarterly reports; 8) pass opening update.

12. ADJOURN at 11:35 a.m. to May 8, 2017

Prepared by CD Ritter, LTC secretary

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Staff Report

May 8, 2017

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Planning Analyst
John Helm and Jill Batchelder, ESTA/CTSA

SUBJECT: 2017-18 Unmet Needs Public Hearing

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

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

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

DISCUSSION:

Background

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

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for April 10, 2017, at 9:00 a.m. in Mammoth Lakes with videoconferencing in Bridgeport. Public notices of these hearings have been published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in County offices.

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

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

Before August 2017, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

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

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

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC/County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport Valley, June Lake, Mono Basin, Long Valley, and Chalfant/Benton/Hammil Valley to solicit public input.

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

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

Analysis of RTP Objectives

The following objectives under Transit, Goal 13, Policy 13.A. of the Regional Transportation Plan are to be reviewed annually at the unmet needs hearing:

Objective 13.A.2: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

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

Objective 13.A.3: Support public transit financially to the level determined by 1) the “reasonable to meet” criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

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

Objective 13.A.4: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

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

Objective 13.A.5: Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.

Review: A variety of federal, state, and local dollars are used to fund transit, including 5311 grants, transit security/PTMISEA/low carbon grants, and local transient occupancy taxes (within the Town of Mammoth Lakes). Mammoth Mountain Ski Area and ESTA also has a public/private partnership to fund transit. Other sources are included in the transit funding mix, and these are meant as examples to demonstrate the breadth and depth of funding sources.

Objective 13.A.6: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

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

ATTACHMENTS

1. Public Utilities Code §99238, Social Services Transportation Advisory Council.
2. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”
3. Summary and analysis of public transit requests for fiscal year 2017-18.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL 99238.

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

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

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

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

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

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

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

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

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

2017-2018 Social Services Transportation Advisory Council Roster ¹⁰

Name	Term Exp.	
Mammoth Mountain Ski Area Transportation, Designee	2018	gcotter@mammoth-mtn.com
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2018	inyomonoah@earthlink.net
IMACA	2018	872-5570
Megan Foster, Mono County Social Services	2018	mfoster@mono.ca.gov
Molly DesBaillets, Mono County First 5	2019	mdesbaillets@monocoe.org
Jill Batchelder, ESTA, CTSA	2019	jbatchelder@estransit.org
John Helm, ESTA, CTSA	2019	jhelm@estransit.org
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2020	ddiaz@mono.ca.gov
Laurel Martin, Finance Director, Disabled Sports, Eastern Sierra	2020	lmartin@disabledsportseasternsierra.org
Kathy Peterson, Mono County Social Services Director	2020	kpeterson@mono.ca.gov
Rick Franz, Transportation Planner, Caltrans	2020	rick.franz@dot.ca.gov

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

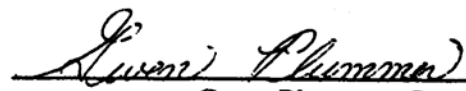
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2017-18

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Provide transportation between Mammoth and June.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	An existing route between Reno, NV and Lone Pine, CA makes stops in both Mammoth and at June Lake Junction. The route runs on Monday, Tuesday, Thursday, and Friday. An employee shuttle operates between Mammoth and June Lake during the winter months and is available to the public.
2.	Provide transportation to intermediate points such as Convict Lake, McGee Creek.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	The Mammoth Express route does stop in Crowley Lake that could be utilized. In addition with advance notice or request to the driver, the route will stop at the intersection of 395 and Convict Lake Road and McGee Creek Road. There are private services (e.g., taxis) in the area that can provide further service.
3.	Provide transportation from Bridgeport and Lee Vining to Mammoth Lakes for youth to recreate.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	Monitor transit demand and needs within the communities of Bridgeport and Lee Vining through annual RPAC meeting outreach.
4.	Provide transportation between Bishop and Mammoth on weekends.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	When Saturday service between Bishop and Mammoth was eliminated several years ago, it was not economically effective due to low ridership.	A rough cost estimate to add two round trips per day on Saturday and Sunday between Bishop and Mammoth would be \$47,000/year, estimating that the farebox would be 16% (same as weekday service).
NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions

5.	A comment was received that there is concern over having to raise a total of \$2,500 to cover 10% of operating cost plus \$400 of expected fare revenue of the Summer Shuttle service	This was a concern, not requests for services, and therefore are not unmet needs.	NA	Supervisor Gardner was present at the meeting and offered his service in approaching the June Lake Chamber of Commerce and Women's Club for financial assistance. The Summer Shuttle was run last year but ridership and fares did not warrant continuation of the route. A proposal was put to the community for operating the service in 2017 if the community would provide 10% of the operating cost plus \$400 for expected fare, since the service is free. The goal is to reduce the total subsidy such that ESTA could operate the service as a free shuttle to truly gauge demand.
6.	A question was asked whether paper schedules and information was available in Town. Staff indicated that paper schedules were discouraged by the public in the past when the stop moved from the General Store to the park.	This was a question on a route information, and therefore not an unmet need.	NA	Although it is worthwhile to note paper copies of transit information is posted in Bridgeport businesses.
7.	A question was asked if the local (June Lake) dial-a-ride functioned well.	This was a question of an established service, and therefore not an unmet need.	NA	Staff indicated that it was on-par with other like systems, averaged 1.6 passenger trips per hour, and the service subsidy per hour is greater than the minimum goal.
8.	Some of the issue (i.e. Mammoth to June) is education, if more people had better awareness of the existing services, they would express less of an 'unmet need'.	This comment does not affect the availability of transit; therefore, this is not considered an unmet need.	NA	Staff continually makes an effort to provide information to the public with fliers, radio broadcasts, schedule postings, and updates to relevant websites.

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
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monocounty.ca.gov

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Staff Report

May 8, 2017

TO: Mono County Local Transportation Commission

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

SUBJECT: Approve Resolution R17-05 on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R17-05 making findings that there are unmet transit needs, and needs that are reasonable to meet.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Consistent with State law requirements for the unmet transit needs process (PUC §99401.5) and the annual public hearing for the citizen participation (PUC §99238).

DISCUSSION:

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on April 10 and May 8, 2017, at 9 a.m. as required by State law to meet the Citizen Participation Process and the unmet needs process. Public notices of these hearings were published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in Mono County offices.

The public hearing was to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. This public hearing was also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, and to solicit comments on the unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

The Eastern Sierra Transit Authority, in its role as the CTSA (Consolidated Transportation Services Agency) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Benton/Hammil, Bridgeport Valley, Chalfant Valley, June Lake, Mono Basin, and Long Valley to solicit public input throughout March and April 2017 and noticed Town of Mammoth Lakes residents to the public meetings held in Mammoth Lakes.

Public comments received through ESTA's outreach, at the public hearing, and LTC and SSTAC discussion points are summarized in Attachment #2 to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address all concerns raised.

ATTACHMENTS

- LTC Resolution R98-01 defining "unmet transit needs" and "reasonable to meet"
- Summary and analysis of public transit requests for fiscal year 2017-18
- Resolution R17-05

RESOLUTION 98-01

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

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

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

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

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

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

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

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

Noes:

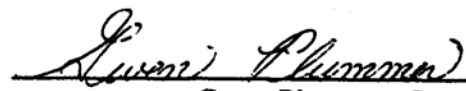
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2017-18

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
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NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions

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8.	Some of the issue (i.e. Mammoth to June) is education, if more people had better awareness of the existing services, they would express less of an 'unmet need'.	This comment does not affect the availability of transit; therefore, this is not considered an unmet need.	NA	Staff continually makes an effort to provide information to the public with fliers, radio broadcasts, schedule postings, and updates to relevant websites.

RESOLUTION R17-05
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING FINDINGS REGARDING "REASONABLE TO MEET"
AND "UNMET TRANSIT NEEDS"

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

WHEREAS, the MCLTC held an unmet needs hearing, and in keeping with Public Utilities Code Section 99401.5, the MCLTC has considered the size and location of identifiable groups likely to be dependent upon public or transit disadvantaged, has analyzed the adequacy of existing public transportation services, and potential alternative transportation services that would meet all or part of the transit demand; and

WHEREAS, MCLTC has received and considered public testimony on "whether or not there are unmet needs in Mono County" at an April 10 and May 8, 2017 public hearing in Mono County jointly held with the Social Services Transit Advisory Council; and

WHEREAS, the MCLTC has previously defined the terms "unmet transit needs" and "reasonable to meet" by resolution; and

WHEREAS, the following table summarizes the commission's determinations regarding conformance of unmet need transit requests with MCLTC definitions of unmet transit needs and reasonable to meet:

Transit Request	Unmet Need	Reasonable to Meet
Provide transportation between Mammoth and June.	Yes	No
Provide transportation to intermediate points such as Convict Lake, McGee Creek.	Yes	No
Provide transportation from Bridgeport and Lee Vining to Mammoth Lakes for youth to recreate.	Yes	No
Provide transportation between Bishop and Mammoth on weekends.	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds there are unmet needs that are reasonable to meet in Mono County, and that these needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

PASSED AND ADOPTED this 8th day of May, 2017, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

John Peters, Chair
Mono County Local Transportation Commission

ATTEST:

C.D. Ritter, Secretary

Mono County Local Transportation Commission

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Staff Report

May 8, 2017

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: OWP 2016-2017 Budget Adjustment

RECOMMENDATION

Adopt Amendment 02 to the Mono County 2016-17 Overall Work Program

FISCAL IMPLICATIONS

None

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission on May 9, 2016, and revised with Amendment 01 on Dec. 5, 2016. The third-quarter budget adjustment includes budget changes to most effectively use available resources. The proposed budget adjustment will allow for spending down the allocated Rural Planning Assistance funds and move the available Planning Programming and Monitoring funds where they need to be for the timing and completion of the projects.

ATTACHMENTS

- Mono County OWP 2016-17 Budget Adjustment – Amendment 02
- Minute Order M17-01

FY 2016/17 \$ 230,000.00 \$ 65,000.00 \$ 165,000.00
 Budget Adjustment \$ 17,190.44
RPA Current Budget \$ 247,190.44 \$ 65,000.00 \$ 182,190.44

\$ 247,190.44 Total RPA Adjusted Budget
 \$ -

	RPA			Billing to Date			Remaining		Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County	Town	County
	Total	\$ 247,190.44	\$ 77,500.00	\$ 169,690.44	\$ 108,520.93	\$ 24,728.92	\$ 83,792.01	\$ 52,771.08	\$ 85,898.43	\$ (30,377.16)	\$ 30,377.16	\$ 47,122.84	\$ 200,067.60	\$ 22,393.92
100-13-0 OWP Administration and Management	\$ 37,190.44	\$ 10,000.00	\$ 27,190.44	\$ 21,674.86	\$ 1,547.32	\$ 20,127.54	\$ 8,452.68	\$ 7,062.90	\$ (6,000.00)	\$ 8,000.00	\$ 4,000.00	\$ 35,190.44	\$ 2,452.68	\$ 15,062.90
1000-12-0 Transportation Training & Development	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 5,907.56	\$ 2,558.76	\$ 3,348.80	\$ 7,441.24	\$ 6,651.20	\$ (2,000.00)	\$ -	\$ 8,000.00	\$ 10,000.00	\$ 5,441.24	\$ 6,651.20
200-12-0 Regional Transportation Plan	\$ 25,000.00	\$ 15,000.00	\$ 10,000.00	\$ 3,311.64	\$ -	\$ 3,311.64	\$ 15,000.00	\$ 6,688.36	\$ (15,000.00)	\$ -	\$ -	\$ 10,000.00	\$ -	\$ 6,688.36
201-12-1 Regional Trails	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	\$ -	\$ -	\$ 15,000.00	\$ -	\$ 20,000.00	\$ -	\$ 15,000.00
202-16-1 Regional Transportation Plan Implementation	\$ 15,000.00	\$ -	\$ 15,000.00	\$ 2,000.00	\$ -	\$ 2,000.00	\$ -	\$ 13,000.00	\$ -	\$ -	\$ -	\$ 15,000.00	\$ -	\$ 13,000.00
300-12-0 Regional Transit Planning and Coordination	\$ 2,500.00	\$ -	\$ 2,500.00	\$ 1,890.75	\$ -	\$ 1,890.75	\$ -	\$ 609.25	\$ -	\$ -	\$ -	\$ 2,500.00	\$ -	\$ 609.25
501-15-0 Airport Planning	\$ 6,500.00	\$ 2,500.00	\$ 4,000.00	\$ 54.23	\$ -	\$ 54.23	\$ 2,500.00	\$ 3,945.77	\$ (1,000.00)	\$ (3,000.00)	\$ 1,500.00	\$ 1,000.00	\$ 1,500.00	\$ 945.77
600-12-0 Regional Transportation Funding	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 983.84	\$ -	\$ 983.84	\$ -	\$ 9,016.16	\$ (7,000.00)	\$ -	\$ -	\$ 3,000.00	\$ -	\$ 2,016.16
601-11-0 395 Corridor Management Plan	\$ 15,000.00	\$ -	\$ 15,000.00	\$ 1,851.05	\$ -	\$ 1,851.05	\$ -	\$ 13,148.95	\$ (7,000.00)	\$ -	\$ -	\$ 8,000.00	\$ -	\$ 6,148.95
614-15-0 Alternative Fueling Station Corridor Policy	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 76.25	\$ -	\$ 76.25	\$ -	\$ 4,923.75	\$ (2,000.00)	\$ -	\$ -	\$ 3,000.00	\$ -	\$ 2,923.75
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 116.63	\$ -	\$ 116.63	\$ -	\$ 4,883.37	\$ (4,000.00)	\$ -	\$ -	\$ 1,000.00	\$ -	\$ 883.37
616-15-0 Community Emergency Access Route Assessment	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 315.48	\$ -	\$ 315.48	\$ -	\$ 4,684.52	\$ (622.84)	\$ -	\$ -	\$ 4,377.16	\$ -	\$ 4,061.68
617-15-0 Community Way-Finding Design Standards	\$ 1,000.00	\$ -	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,000.00	\$ 10,000.00	\$ 1,000.00	\$ 10,000.00	\$ 2,000.00	\$ 10,000.00	\$ 2,000.00
800-12-1 Interregional Transportation Planning	\$ 9,000.00	\$ -	\$ 9,000.00	\$ 4,715.80	\$ -	\$ 4,715.80	\$ -	\$ 4,284.20	\$ (2,000.00)	\$ -	\$ -	\$ 7,000.00	\$ -	\$ 2,284.20
804-15-1 Design Standards	\$ 1,000.00	\$ -	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,000.00	\$ -	\$ -	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
900-12-0 Planning, Monitoring & Traffic Issues	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	\$ -	\$ -	\$ 10,000.00	\$ -	\$ 5,000.00
903-12-1 Regional Pavement & Asset Management System	\$ 75,000.00	\$ 40,000.00	\$ 35,000.00	\$ 55,622.84	\$ 20,622.84	\$ 35,000.00	\$ 19,377.16	\$ -	\$ (16,377.16)	\$ 32,000.00	\$ 23,622.84	\$ 67,000.00	\$ 3,000.00	\$ 32,000.00

*PID Trails document

Max Admin = 25% \$ 61,797.61
 Admin \$ 55,190.44

Max PRA rollover = 25%
 \$ 61,797.61

FY 2016/17 \$ 135,000.00 \$ 67,500.00 \$ 67,500.00
 Budget Adjustment \$ -
PPM Current Budget \$ 135,000.00 \$ 67,500.00 \$ 67,500.00

\$ 135,000.00 Total PPM Adjusted Budget
 \$ -

	PPM Budget			Billing to Date			Remaining		Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County	Town	County
	Total	\$ 127,000.00	\$ 67,500.00	\$ 67,500.00	\$ 31,551.31	\$ 5,456.92	\$ 26,094.39	\$ 62,043.08	\$ 41,405.61	\$ (28,500.00)	\$ 33,500.00	\$ 34,000.00	\$ 101,000.00	\$ 33,543.08
201-12-1 Regional Trails	\$ 8,000.00	\$ 5,000.00	\$ 3,000.00	\$ 8,026.70	\$ 3,603.93	\$ 4,422.77	\$ 1,396.07	\$ (1,422.77)	\$ 4,000.00	\$ -	\$ 5,000.00	\$ 7,000.00	\$ 1,396.07	\$ 2,577.23
501-15-0 Airport Planning	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
600-12-0 Regional Transportation Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	\$ -	\$ -	\$ -	\$ 5,000.00	\$ (4,000.00)	\$ -	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
700-12-0 Regional Project Study Reports	\$ 35,000.00	\$ 10,000.00	\$ 25,000.00	\$ 15,128.60	\$ -	\$ 15,128.60	\$ 10,000.00	\$ 9,871.40	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 35,000.00	\$ 10,000.00	\$ 19,871.40
701-12-1 Regional Transportation Improvement Program (RTIP)	\$ 3,000.00	\$ -	\$ 3,000.00	\$ 1,693.59	\$ -	\$ 1,693.59	\$ -	\$ 1,306.41	\$ -	\$ -	\$ -	\$ 3,000.00	\$ -	\$ 1,306.41
800-12-1 Interregional Transportation Planning	\$ 2,000.00	\$ -	\$ 2,000.00	\$ 2,000.00	\$ -	\$ 2,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000.00	\$ -	\$ -
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00	\$ -	\$ 287.32	\$ -	\$ 287.32	\$ 212.68	\$ -	\$ -	\$ -	\$ 500.00	\$ -	\$ 212.68	\$ -
900-12-0 Current Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 15,000.00	\$ 10,000.00	\$ 5,000.00	\$ 1,921.78	\$ 777.05	\$ 1,144.73	\$ 9,222.95	\$ 3,855.27	\$ -	\$ -	\$ 10,000.00	\$ 5,000.00	\$ 9,222.95	\$ 3,855.27
902-12-2 Regional Transporations Data Collection Equipment	\$ 7,500.00	\$ 5,000.00	\$ 2,500.00	\$ 788.62	\$ -	\$ 788.62	\$ 4,211.38	\$ 2,500.00	\$ -	\$ -	\$ 5,000.00	\$ 2,500.00	\$ 4,211.38	\$ 2,500.00
903-12-1 Regional Pavement & Asset Management System	\$ 50,000.00	\$ 32,500.00	\$ 17,500.00	\$ 1,704.70	\$ -	\$ 1,704.70	\$ 32,500.00	\$ 15,795.30	\$ (32,500.00)	\$ 19,500.00	\$ -	\$ 37,000.00	\$ -	\$ 35,295.30
908-14-1 Regional Maintenance MOU	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ -	\$ -	\$ -	\$ 2,000.00	\$ 2,000.00	\$ -	\$ -	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00

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MINUTE ORDER M17-01

Approve the 2016-17 Overall Work Program (OWP) budget adjustment

At the Mono County LTC meeting of May 8, 2017, it was moved by Commissioner **Wentworth** and seconded by Commissioner **Stump** to approve the 2016-17 Overall Work Program budget adjustment, Amendment 02.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

CD Ritter, LTC Secretary

cc: Caltrans

Mono County Local Transportation Commission

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Staff Report

May 8, 2017

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Principal Planner
SUBJECT: California Transportation Commission (CTC) town hall meeting in September

RECOMMENDATIONS

Provide any desired direction to staff

FISCAL IMPLICATIONS

None at this time and there is a budget item in the 2017-18 OWP

ENVIRONMENTAL COMPLIANCE

N/A

RTP / RTIP CONSISTENCY

N/A

DISCUSSION

As the Commission is aware, the CTC is convening a town hall meeting in Mammoth Lakes on September 13-14. Commissioner attendance is encouraged and will be advertised as a special meeting of the Local Transportation Commission. This is a great opportunity for the CTC commissioners to understand the transportation issues in your region. Attached is past agenda from the Imperial County town hall.

Basic format is as follows:

Day One

- Begin around noon, with a lunch attended by the CTC commissioners, members of Mono LTC, Inyo LTC, Kern COG (?), other interested local elected officials, county & city officials, etc.
- Meet from around 1 to 5 pm. This is opportunity us and other area representatives to discuss significant transportation issues (recent or planned transportation improvements, transportation needs or issues, future plans, etc.). This town hall will inform CTC commissioners about the issues that impact the region and are unique to the Eastern Sierra.

Day Two

- A tour should take place in the 9 am to noon time frame. The basic purpose of the tour is to allow CTC commissioners to see firsthand some of the issues that were brought up on day one.

Topic areas from staff and commissioners (Mono, Inyo, TOML and Kern COG):

Challenges	Accomplishments	Future
economy & tourism	MOU projects / RTIP & TE/ATP	SB 1
weather, topography, land base	TOML sales tax measures – trails, transit, etc.	what we are trying to accomplish (ghg, alternate fuels, regional approach, etc.)
population swings / summer & fall	Collaborative nature of local governments in Eastern Sierra	main street improvements
winter of 2016-17	ESTA / YARTS, TOML trolley	
seasonal pass closures, Crestview rest area closure		
heritage, water, ranching		

Potential site visits:

- Lake Mary bike facility (INF (Inyo National Forest), TOML, Mono County & Mono LTC);
- Rock Creek FLAP or other FLAP projects (Convict Lake Road, Reds Meadow Road);
- Gondola ride to the top of California; and
- Other ideas.



IMPERIAL COUNTY TOWN HALL MEETING
AGENDA

DATE: April 12, 2017

TIME: 12:00 p.m. – 4:00 p.m.

LOCATION: Carmen Durazo Cultural Arts Center
421 Heffernan Ave.
Calexico, CA 92231

Day 1 Town Hall – DISCUSSION ITEMS
Noon to 4:00 PM

Item	Time	Topic	Presented By
1	12:00-1:00	Lunch	All
2	1:00-1:10	Welcome and Introductions	All
3	1:10-1:30	Active Transportation Efforts	City of El Centro
4	1:30-1:50	Overview of State Highway Projects in Imperial County	Laurie Berman Caltrans
5	1:50-2:10	Overview of Imperial County Transportation Programs	Mark Baza ICTC
6	2:10-2:30	Goods Movement Border Crossing Study – Phase 2	Mike Jones SCAG
7	2:30-4:00	Town Hall Q & A	All
8	4:00	Adjournment	All

Day 2 Border Tour – April 13, 2017
8:00 a.m. to 12:30 p.m.

Item	Time	Topic	Presented By
1	8:00-8:30	Bus pick-up at hotel (depart at 8:30 a.m.) Location: Fairfield Inn & Suites El Centro, 503 E. Danenberg Drive, El Centro, CA 92243	All
2	9:00-10:30	Tour of Calexico East POE – CBP	All
3	10:30-11:00	Tour of CHP Truck Inspection Facility	All
4	11:00-12:00	Drive by Calexico West Port of Entry (Downtown POE)	All
5	12:30	Bus returns to the Fairfield Inn & Suites El Centro	

TOWN OF MAMMOTH LAKES - LTC STAFF REPORT

Subject: Reds Meadow Road Reconstruction Project

Meeting Date: May 8, 2017

Written by: Grady Dutton, Public Works Director

RECOMMENDATION:

Consider LTC participation in the anticipated match requirement or long term maintenance needs and provide a letter of support for the proposed Reds Meadow Road Rehabilitation Project Federal Lands Access Program (FLAP) Grant Application.

BACKGROUND:

On April 10, LTC received an update on the Town of Mammoth Lakes' Reds Meadow Road FLAP. Reds Meadow Road is a United States Forest Service (USFS) road providing vehicular access to USFS lands and the Devil's Postpile National Monument. On April 19, the Mammoth Lakes Town Council approved preparation and submittal of the FLAP Application. The FLAP Application is due no later than May 12, 2017.

On May 3, Town Council is receiving a further update on the application and considering maintenance and matching funds funding scenario and general project description for Federal Lands Access Program (FLAP) Grant Application. A copy of that Staff Report is attached. One of the items in that report is a recommendation regarding options for proposed LTC Participation.

ANALYSIS/DISCUSSION:

As noted, the complete Staff Report for May 3 is attached for full review. In brief, however, that report includes three areas for discussion:

General Project Description and Cost Estimates:

<u>Description</u>	<u>Preliminary Cost Estimate</u>
Rebuild upper 2.5 miles, two lanes	\$14,700,000
Rebuild upper 2.5 miles, narrow	\$9,200,000
Uphill Bicycle Lane	\$2,000,000
Rehabilitate lower 5.8 miles	\$6,300,000
Reconfigure road near entrance to Devils Postpile	\$500,000

On May 3, Staff is recommending the following two scenarios be included in the FLAP Application:

Scenario A:

Rebuild upper 2.5 miles, two lanes	\$14,700,000
No uphill bicycle lane	\$0

Rehabilitate lower 5.8 miles	\$6,300,000
Total:	\$21,000,000

Scenario B (reduced scope of work):	
Rebuild upper 2.5 miles, two lanes	\$14,700,000
No uphill bicycle lane	\$0
Total:	\$14,700,000

Maintenance Costs: Staff has reviewed the estimate of long term maintenance cost projections for a period of twenty five years from the date of construction completion based on the 15% design. These projections will, of course, depend on the project finally constructed. At this time, staff estimates the full cost of annual maintenance for the 8.3 miles of roadway will average out to \$100,000 per year.

Recommendation for Town Council consideration on May 3: Approve a total maintenance contribution of \$100,000 per year for a period of twenty five years after project completion with the understanding an ESTA Fare Increase is available to provide approximately \$60,000 per year and that staff will continue to pursue sustainable participation from other stakeholders.

See below for an alternative that would request LTC participation in the maintenance efforts.

Local Match Requirement: As noted, a local match of 11.47% is required. With the recommended project description and the associated cost estimate of \$21.5 million, this amounts to approximately \$2.47 million. As the grant applicant, the Town of Mammoth Lakes is required to take responsibility by resolution for the match irrespective of the source of funds. According to the application guidelines the Town is permitted to use State “toll credits” for the entire 11.47% match. Any funds above the required match are considered an overmatch. It is understood a project of this type and magnitude may have a greater chance of success with an over match. Three other potential sources of funds have been identified:

National Park Service: NPS has provided a letter of support for the FLAP Application for Reds Meadow Road (copy attached). The letter should be reviewed in its entirety, however, an excerpt reads:

“The NPS/DEPO realizes that the Town, INF and NPS are interdependent in finding and collaborating on a solution to provide safer road access and a quality experience for visitors to Reds Meadow Valley and DEPO, so that they may fully appreciate and experience this national treasure during their Mammoth Lakes visit.

This is both a letter of support and a request for collaboration to find solutions to the periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running. The NPS/DEPO requests a commitment by the TOML and Inyo National Forest to consider these issues in a collaborative effort with the NPS to provide solutions to address this significant and unsafe impact on the visitor experience. If the TOML and INF will provide this commitment in writing and include it in the FLAP proposal, then the NPS will contribute the \$500,000 to the cost match needed from partners that we have been discussing.”

The Town cannot, of course, speak for the USFS. It does appear reasonable for Town Council to consider including a statement in the FLAP Application to the effect that the Town “commits to working with NPS and USFS in a collaborative effort to provide solutions to address impacts to the visitor experience during periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running.”

Recommendation for Town Council consideration on May 3 regarding NPS:

Accept the offer from NPS for \$500,000 in matching funds and direct staff to indicate to NPS that the Town “commits to working with NPS and USFS in a collaborative effort to provide solutions to address impacts to the visitor experience during periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running.”

United States Forest Service: USFS is already a major supporter of this project. Specifically regarding the potential for match participation, USFS staff has indicated the USFS has set aside \$500,000 to contribute to the Reds Meadow Road project. They have further stated that although they are prepared to set aside those funds as match, they would prefer to use those funds to make further improvements in the immediate area, such as trails and trailheads, adjacent to the road. If Reds is selected for FLAP funding then the USFS contribution of match would be contingent on a new Transportation Bill, over which they have no control.

Recommendation for Town Council consideration on May 3 regarding USFS:

Accept the offer from USFS of \$500,000 and indicate the Town agrees the funds would better serve the area if those funds are used on trails and trailheads in the immediate area. Further indicate that should USFS staff have concerns that the funds might be reallocated to other uses, the funds should be designated for use as matching funds.

Local Transportation Commission: LTC has indicated a willingness to contribute match or overmatch funds to this effort. Among the options of how to best utilize potential LTC/STIP funds, two appear most attractive. First, request an amount to be used for match/overmatch. Second would be for LTC to designate some future funds for major maintenance of the reconstructed Reds Meadow Road. The Town has in place a pavement management system that would be extended to include Reds Meadow Road.

Recommendation for Town Council consideration on May 3 regarding LTC:

Direct staff to work with LTC for how best to use a specified amount of future LTC/STIP funds to support the project.

Option 1: Set aside a specific amount for overmatch.

Option 2: Set aside annual funds in a specified amount for future major maintenance of the completed project.

Town Staff will provide a brief update for each of these items after Town Council takes action on May 3.

LTC Letter of Support:

Staff has also previously stated a letter of support from LTC would enhance the FLAP Application. A draft letter is attached for review and consideration. Should LTC wish to do so, this letter, including any amendments, could be placed on LTC letterhead and included with the FLAP Application package.

Attachments

Town of Mammoth Lakes Staff Report for May 3 Town Council Meeting
National Park Service Letter
Draft LTC Letter of Support

TOWN COUNCIL STAFF REPORT

Subject: Red's Meadow Road Reconstruction Project

Meeting Date: May 3, 2017

Written by: Grady Dutton, Public Works Director
Haislip Hayes, Engineering Manager

RECOMMENDATION:

Receive update from staff and approve maintenance and matching funds funding scenario and general project description for Federal Lands Access Program (FLAP) Grant for the reconstruction of Red's Meadow Road.

BACKGROUND:

On April 19, Town Council authorized staff to prepare and submit a formal application for a Federal Lands Access Program (FLAP) Grant for the reconstruction of Red's Meadow Road. At that time, Town Council asked that staff return to Town Council prior to submitting the application to provide additional detail regarding the financial aspects of the project. Included below are additional details as requested and a general description of the scalable project to be included in the application.

ANALYSIS/DISCUSSION:

General Project Description and Cost Estimates: It is our understanding the available FLAP Funding Allocation is approximately \$32,900,000. It has been suggested the project description and the FLAP Application include a scalable project to improve the chances of a successful result. In considering a recommended scalable project, staff has identified the following project components and alternatives based on 15% preliminary design cost estimates provided by the consultant:

Description	Preliminary Cost Estimate
Rebuild upper 2.5 miles, two lanes	\$16,700,000
Rebuild upper 2.5 miles, narrow	\$9,200,000
Uphill Bicycle Lane	\$2,000,000
Rehabilitate lower 5.8 miles	\$6,300,000
Reconfigure road near entrance to Devils Postpile	\$500,000

Staff recommends the following two scenarios be included in the FLAP Application:

Scenario A:

Rebuild upper 2.5 miles, two lanes	\$16,700,000
No uphill bicycle lane	\$0
Rehabilitate lower 5.8 miles	\$6,300,000
Total:	\$23,000,000

Scenario B (reduced scope of work):

Rebuild upper 2.5 miles, two lanes	\$16,000,000
No uphill bicycle lane	\$0
Total:	\$16,000,000

It is staff's view that the level of safety and overall improved access provided by the two lane scenario is critical to the success of the project. There are a number of factors that indicate this is the best alternative, including safety, constructability and long term maintenance, among others.

Staff is of the view the uphill bicycle lane, while desirable, does not provide enough benefit to warrant a \$2,000,000 investment, especially considering the limited FLAP funds available.

Maintenance Costs: Staff has reviewed the estimate of long term maintenance cost projections for a period of twenty five years from the date of construction completion based on the 15% design. These projections will, of course, depend on the project finally constructed. At this time, staff estimates the full cost of annual maintenance for the 8.3 miles of roadway will average out to \$100,000 per year. The FLAP application required the Town to state they are prepared to be responsible for the maintenance. Staff will indicate in the application the Town will accept that obligation with a clear comment that one of the sources of those funds will be the previously described surcharge to the existing ESTA fare. It is estimated at this time the ESTA fare surcharge would provide approximately \$60,000 per year. This would result in the Town being responsible for approximately \$40,000 per year. Staff considers this a conservative (high) estimate of the Town's likely commitment based on projections of ridership and the possibility of obtaining participation from other stakeholders. Staff will continue to pursue other funding sources as this project moves forward.

Recommendation for Town Council consideration:

Approve a total maintenance contribution of \$100,000 per year for a period of twenty five years after project completion with the understanding an ESTA Fare Increase is available to provide approximately \$60,000 per year and that staff will continue to pursue sustainable participation from other stakeholders.

Local Match Requirement: As noted, a local match of 11.47% is required. With the recommended project description and the associated cost estimate of \$21.5 million, this amounts to approximately \$2.47 million. As the grant applicant, the Town of Mammoth Lakes is required to take responsibility by resolution for the match irrespective of the source of funds. According to the application guidelines the Town is permitted to use State "toll credits" for the entire 11.47% match. Any funds above the required match are considered an overmatch. It is understood a project of this type and magnitude may have a greater chance of success with an over match. In our meeting of March 29, staff requested the United States Forest Service (USFS) and National Park Service (NPS) provide information regarding the potential for those agencies to participate and support the project with overmatch funds. NPS has indicated they are willing to support the project with a \$500,000 match with certain considerations. USFS has indicated they have approximately \$500,000 available but have indicated they would prefer to use those funds to design and implement other smaller project work related to, but not directly a part of the

Reds Meadow Project. Mono County LTC has indicated they are interested in participating in some form.

National Park Service:

NPS has provided a letter of support for the FLAP Application for Reds Meadow Road (copy attached). The letter should be reviewed in its entirety, however, an excerpt reads:

“The NPS/DEPO realizes that the Town, INF and NPS are interdependent in finding and collaborating on a solution to provide safer road access and a quality experience for visitors to Reds Meadow Valley and DEPO, so that they may fully appreciate and experience this national treasure during their Mammoth Lakes visit.

This is both a letter of support and a request for collaboration to find solutions to the periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running. The NPS/DEPO requests a commitment by the TOML and Inyo National Forest to consider these issues in a collaborative effort with the NPS to provide solutions to address this significant and unsafe impact on the visitor experience. If the TOML and INF will provide this commitment in writing and include it in the FLAP proposal, then the NPS will contribute the \$500,000 to the cost match needed from partners that we have been discussing.”

The Town cannot, of course, speak for the USFS. It does appear reasonable for Town Council to consider including a statement in the FLAP Application to the effect that the Town “commits to working with NPS and USFS in a collaborative effort to provide solutions to address impacts to the visitor experience during periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running.”

Recommendation for Town Council consideration regarding NPS:

Accept the offer from NPS for \$500,000 in matching funds and direct staff to indicate to NPS that the Town “commits to working with NPS and USFS in a collaborative effort to provide solutions to address impacts to the visitor experience during periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running.”

United States Forest Service:

USFS is already a major supporter of this project. The project would certainly not have made as much progress as it has without the work the USFS has done to date and has committed to do in the near future. The preliminary design and environmental documentation work is essential to the progress and ultimate success of the project. Specifically regarding the potential for match participation, USFS staff has indicated the USFS has set aside \$500,000 to contribute to the Reds Meadow Road project. They have further stated that although they are prepared to set aside those funds as match, they would prefer to use those funds to make further improvements in the immediate area, such as trails and trailheads, adjacent to the road. If Reds is selected for FLAP funding then the USFS contribution of match would be contingent on a new Transportation Bill, over which they have no control.

Recommendation for Town Council consideration regarding USFS:

Accept the offer from USFS of \$500,000 and indicate the Town agrees the funds would better serve the area if those funds are used on trails and trailheads in the immediate area. Further indicate that should USFS staff have concerns that the funds might be reallocated to other uses, the funds should be designated for use as matching funds.

Local Transportation Commission:

LTC has indicated a willingness to contribute match or overmatch funds to this effort. Staff will request this item be on the May 8 LTC Agenda. Among several options of how to best utilize potential LTC/STIP funds, two appear most attractive. First, request an amount to be used for match/overmatch. Second would be for LTC to designate some future funds for major maintenance of the reconstructed Reds Meadow Road, thereby reducing the anticipated future Town obligation.

Recommendation for Town Council consideration regarding LTC:

Direct staff to work with LTC for how best to use a specified amount of future LTC/STIP funds to support the project.

Option 1: Set aside a specific amount for overmatch.

Option 2: Set aside annual funds in a specified amount for future major maintenance of the completed project.

STAFFING CONSIDERATIONS:

Staff estimates the time to support the initial effort can be managed within the current work program.

FINANCIAL CONSIDERATIONS:

At this time, costs are expected to be limited to staff time to assist in researching and identifying alternatives. This would include facilitating discussions between various stakeholders.

ENVIRONMENTAL CONSIDERATIONS:

None at this time.

LEGAL CONSIDERATIONS:

None at this time.

Attachments: Resolution

April XX, 2017

Morgan Malley
 Lead FLAP Transportation Planner
 Central Federal Lands Highway Division
 12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228

Subject: Reds Meadow Road Rehabilitation Project
 Town of Mammoth Lakes
 FLAP Grant Application

Dear Morgan,

We would like to take this opportunity to provide our strong support for the Town of Mammoth Lakes anticipated Federal Lands Access Program (FLAP) Application for the proposed Rehabilitation of Reds Meadow Road.

Reds Meadow Road provides public access to a number of significant national resources. It is our understanding the condition of the road is badly deteriorated and that without this project, it is likely the public will lose access to valuable public lands.

We urge your and the Program Decision Committee's serious consideration of this application.

Thank you in advance for your consideration.

c: Town of Mammoth Lakes
 Federal Lands Access Program, Program Decision Committee

Programming Decisions Committee (PDC) Contact List

Agency	Contact	Email Address
California Department of Transportation (CALTRANS)	April Nitsos, Division of Local Assistance	aprilnitsos@dot.ca.gov
Trinity County Department of Transportation	Richard Tippett, Trinity County DOT Director	rtippett@trinitycounty.org
Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD)	Ryan Tyler, Branch Chief	ryan.tyler@dot.gov



United States Department of the Interior

NATIONAL PARK SERVICE
 Devils Postpile National Monument
 P. O. Box 3999
 Mammoth Lakes, California 93546
 760-924-5505



7A

April 13, 2017

Subject: National Park Service Support for a Federal Lands Access Program (FLAP) Proposal to repair the Reds Meadow Road that provides access to Devils Postpile National Monument

Dear Town of Mammoth Lakes Council Members and Managers,

The Town of Mammoth Lakes (TOML) has requested that the National Park Service (NPS)/Devils Postpile National Monument (DEPO) provide a letter of support for the FLAP Grant Proposal for the improvements of the Reds Meadow Access Road corridor. The NPS acknowledges and supports the need for road repair and improvements of the Reds Meadow Access Road, on the Inyo National Forest (INF). This road corridor provides the only vehicle access to the Devils Postpile Road for visitors arriving by personal vehicle or shuttle bus. The project would provide much needed safety and sustainability improvements to the deteriorating INF road corridor, and also develop a plan and commitment for annual and cyclic road maintenance. The NPS/DEPO realizes that the TOML, INF and NPS are interdependent in finding and collaborating on a solution to provide safer road access and a quality experience for visitors to Reds Meadow Valley and DEPO, so that they may fully appreciate and experience this natural treasure during their Mammoth Lakes visit.

This is both a NPS letter of support and a request for collaboration to find solutions to the periods of vehicle congestion that compromise visitor safety and experience, when the mandatory shuttle bus is not running. The NPS/DEPO requests a commitment by the TOML and Inyo National Forest to consider these issues in a collaborative effort with the NPS to provide solutions to address this significant and unsafe impact on the visitor experience. If the TOML and INF will provide this commitment in writing and include it in the FLAP proposal, then the NPS will contribute the \$500,000 to the cost match needed from partners that we have been discussing.

According to NPS policy, the DEPO General Management Plan, signed on January 26, 2015, NPS is required to identify and implement user capacities for all areas of the Monument. The NPS defines visitor capacity as the type and level of visitor use that can be accommodated while sustaining desired resources conditions and achieving desired visitor experiences consistent with the purpose of the national park unit. Visitor capacity includes managing all components of

visitor use (levels, types, behavior, timing, and distribution), and also includes managing vehicle and traffic congestion issues.

The NPS/DEPO is affirming our responsibility to manage for quality and sustainable visitor experiences that includes managing vehicle congestion and parking capacity at the Monument. The trend of increasing visitation to public lands is the result of many cumulative effects, and whether or not more visitation results from the improved road condition, is secondary to our common goal of a safe road and visitor experience that includes managing vehicles and congestion. Many NPS areas are challenged by exceeding vehicle capacity, and are implementing a variety of methods to manage visitation. DEPO hopes that by working together with the TOML and the INF we can develop collaborative strategies, including expanding the mandatory shuttle bus season and/or providing for an inter-valley shuttle in the fall. A possibility to explore is using a portion of the proposed additional charges being collected for maintenance on the mandatory shuttle bus fee to fund the fall season inter-valley shuttle.

We all share a commitment to quality and safe visitor experience. I welcome the opportunity to discuss this further with the Mammoth Lakes Town Council and the Inyo National Forest.

Sincerely,

A handwritten signature in cursive script that reads "Deanna M. Dulen".

Deanna M. Dulen
Superintendent

Cc:

Jon Regelbrugge, Mammoth Lakes District Ranger, Inyo National Forest
DEPO Staff

Mono County Local Transportation Commission

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

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

May 8, 2017

To: Local Transportation Commission
From: Scott Burns
Re: County Boundary Change (Information only)

PROCEDURES FOR CHANGING COUNTY BOUNDARIES

As follow-up to last month's LTC discussion, the following provides an overview of the process for adjusting county boundaries between two counties, such as for the Reds Meadow area. The Government Code provides for two types of county boundary changes – "minor" and "major." Since the potential areas of adjustment between Mono and Madera counties would be considered a major change, the following describes the process for major changes.

A major change between counties may be initiated by petition or by resolution of the legislative body of either affected county, or of any city within either affected county (Govt. Code §23233). Upon receipt of the certification of a petition, or a certified copy of a resolution, the board of the transferring county must then transmit a copy of the certification or certified resolution to the Governor (Govt. Code §23247).

The Governor shall create a County Boundary Review Commission ("Commission") to review the proposed county boundary change, and appoint five persons to be members of the Commission, two of whom must reside within the territory to be transferred, two must reside within the accepting county, and one shall not be resident of either territory (Govt. Code §23248).

The Commission shall conduct a public hearing to receive information and to hear any protests to the proposed boundary change, or requests for exclusion from the boundary change. Within 180 days, the Commission shall adopt a resolution making its determinations and transmit its report in writing to the board of supervisors of both affected counties (Govt. Code §23264). If the protest threshold is not met, the determinations of the Commission become the terms and conditions for boundary change and are final and binding on both affected counties if both approve the change.

If the proposed territory is inhabited, the board of the transferring county shall order an election be held in the territory proposed to be transferred (Govt. Code §23267).

US Bicycle Routes System Briefing

Background

- In 2008 AASHTO established a national corridor plan for US Bicycle Routes to facilitate travel between the states over routes which have been identified as being suitable for cycling.
- USBR routes almost exclusively use roads and streets suitable for bicycle travelers with separated trails incorporated where appropriate. Facility construction/upgrade is not required - state DOTs determine road suitability and submit AASHTO applications for USBR designation.
- State DOTs must confirm that all relevant local jurisdictions support the proposed route.
- A well-defined process has been developed for route implementation: www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implement-a-us-bike-route
- AASHTO has a Purpose and Policy document (revised 5-15-09) for the USBRS: www.adventurecycling.org/default/assets/File/USBRS/AASHTOPurposePolicyStatement.pdf
- Extensive reference information is available at www.adventurecycling.org/routes-and-maps/us-bicycle-route-system
- Environmental, economic, health, and transportation benefits are well-documented: www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faq

Drivers

- Numerous studies show significant economic impact from bicycle tourism (see www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implement-a-us-bike-route/benefits-and-building-support/economic-impact)
- Bicycling economic impact in Wisconsin approaches \$1B per year.
- Typical bicycle travelers spend \$100 per day on tour.
- Return on investment is high for bicycling facilities (NC Outer Banks study - \$6.9 mill investment = annual \$60 million return in tourism generated income).
- Proximity to bicycle facilities means higher real estate values/more desirable neighborhoods.
- Bicycling reduces heart disease, diabetes, osteoporosis, depression, obesity, arthritis and more.
- Our physical environment matters - see "Increasing Physical Activity Through Community Design: A Guide for Public Health Practitioners" <http://atfiles.org/files/pdf/IPAchap1.pdf>
- More people bicycling mean reduced air pollution and less motorized congestion.
- US Bicycle Routes utilize existing roads, streets, and trails and are very low cost to implement.
- Increasing bicycling can decrease energy consumption and pollution.
- Bicyclist tourism has low impact on public spaces and low cost to implement.

Concerns

- Liability issues vary from state to state but generally states do not incur added liability from designating US Bicycle Routes. (See Transportation Research Board report from April, 2010 onlinepubs.trb.org/onlinepubs/nchrp/nchrp_lrd_53.pdf)
- Some local jurisdictions are concerned about increased bicycle traffic. An increase of 2000 bicycle travelers per year would have significant economic impact on a local community but is only 10 cyclists per day.
- The target audience for USBRs is long distance bicycle travelers who are experienced road users and so are able to deal with higher traffic density and speed.
- There is no cost for implementing a USBR. Signage not required. There are a number of ways a route can be designated including maps (paper or electronic), signs, pavement markings, downloadable GPS coordinates, noting routes on state and local maps, etc.
- The roads, streets, and trails chosen for a USBR are not chiseled in stone. Route changes can be proposed to AASHTO twice per year. There is no reason why there would be resistance to any reasonable change request.

Background information on USBR route designation to share with local agencies:

There is no inherent liability for local agencies per the federal Transportation Research Board: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_lrd_53.pdf [Some states have specific issues or have already addressed this issue. Supply local information when available.]

To view AASHTO information on the US Bicycle Route System: <http://route.transportation.org/Pages/USBicycleRoutes.aspx>

Signage is nice, but not required. There are a number of ways a route can be designated including maps (paper or Internet), signs, pavement markings, downloadable GPS coordinates, etc.

The choice of roads for a US Bicycle Route is a tradeoff between low traffic, direct routing, access to services (bike shops, motels, campgrounds, etc.), access to points of interest, and scenic roads. The best route for a family weekend bike ride may not be the best route for someone on a multi-day long distance bicycle trip.

Long distance bicycle tourists are experienced road riders and used to varying quality of road surface, absence of paved shoulders, and car and truck traffic. The number of cyclists who might use a given route is difficult to predict, but five to ten riders per day (1,000-2,000 per season) would be considered a significant increase in usage once a route is designated.

A change in the route can be proposed to the Caltrans and they propose the change to AASHTO. AASHTO has accepted every new route and route change requested by state DOTs. Route changes can be made twice per year.

Designating a USBR does not impose any constraints or restrictions on the use of a road, street, trail or right-of-way. It's current or future status or use for any other purpose is not changed.

There is no requirement that roads for US Bicycle Routes meet the guidelines in the AASTHO Guide for Bicycle Facilities. This was explicitly considered and it has been written into the process that there are no specific requirements for road or trail standards. It is recognized that local "engineering judgment" will determine when a road is suitable for inclusion in a USBR designation.

[If there is already cyclo-tourist traffic on local sections of the proposed route, highlight that information.]

US Bicycle Routes System Briefing

Background

- In 2008 AASHTO established a national corridor plan for US Bicycle Routes to facilitate travel between the states over routes which have been identified as being suitable for cycling.
- USBR routes almost exclusively use roads and streets suitable for bicycle travelers with separated trails incorporated where appropriate. Facility construction/upgrade is not required - state DOTs determine road suitability and submit AASHTO applications for USBR designation.
- State DOTs must confirm that all relevant local jurisdictions support the proposed route.
- A well-defined process has been developed for route implementation: www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implement-a-us-bike-route
- AASHTO has a Purpose and Policy document (revised 5-15-09) for the USBRS: www.adventurecycling.org/default/assets/File/USBRS/AASHTOPurposePolicyStatement.pdf
- Extensive reference information is available at www.adventurecycling.org/routes-and-maps/us-bicycle-route-system
- Environmental, economic, health, and transportation benefits are well-documented: www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faq

Route Implementation Process

- State DOT or advocacy groups identify a corridor for development – at least two states must be involved unless the route connects two existing routes within a state or to Canada or Mexico.
- A specific route (turn by turn listing of roads, streets, & trails) is defined.
- Each local jurisdiction (road “owner”) is contacted to gain support. The proposed route is modified as required to obtain local jurisdiction support. Experience shows that volunteers are an efficient and effective at obtaining that support.
- The state DOT prepares application to AASHTO which includes a map and turn by turn route list. <http://route.transportation.org/Pages/USBicycleRoutes.aspx>
- AASHTO reviews applications (spring and fall meetings) for completeness but does not rule on the specific route choices of roads, streets, or trails.
- Routes can be changed through the same AASHTO application process.
- There is an existing USBR sign (M1-9 in the MUTCD) and a new (green/white) sign awaiting approval - www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implement-a-us-bike-route/sign-a-us-bike-route

Economic Drivers

- Numerous studies show significant economic impact from bicycle tourism (see www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implement-a-us-bike-route/benefits-and-building-support/economic-impact)
- Bicycling economic impact in Wisconsin approaches \$1B per year.
- Typical bicycle travelers spend \$100 per day on tour. (www.adventurecycling.org/default/assets/File/USBRS/Research/GAPEconomicImpactStudy200809.pdf)
- Return on investment is high for bicycling facilities (NC Outer Banks study - \$6.9 mill investment = annual \$60 million return in tourism generated income)
- Proximity to bicycle facilities means higher real estate values, faster home sales, and more desirable neighborhoods. (www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implement-a-us-bike-route/benefits-and-building-support/economic-impact)
- Bicycling infrastructure projects create more jobs than road-only projects (see PERI study: <http://www.peri.umass.edu/236/hash/64a34bab6a183a2fc06fdc212875a3ad/publication/467/>)
- US Bicycle Routes utilize existing roads, streets, and trails and are very low cost to implement and maintain.

US Bicycle Routes System Briefing (page 2)

Health & Environmental Drivers

- Bicycling reduces heart disease, diabetes, osteoporosis, depression, obesity, arthritis and more.
- The physical environment matters - see “*Increasing Physical Activity Through Community Design: A Guide for Public Health Practitioners*” <http://atfiles.org/files/pdf/IPAchap1.pdf>
- Designating and promoting bicycle routes and trails improves safety and promotes physical activity as an element of daily life.
- Designation of bicycle routes increases mode share and bicycle safety (<http://www.bikewalkalliance.org/resources/benchmarking>)
- Active transportation saves money in the long-term by reducing public health expenditures.
- More people bicycling means reduced air pollution and less motorized congestion.
- Increased bicycling decreases energy consumption and pollution.
- Bicyclist tourism has low impact on public spaces and low cost to implement.
- Cyclists engage and appreciate the communities and natural environments they encounter.

Concerns

- Liability issues vary from state to state but generally states do not incur added liability from designating US Bicycle Routes. (See Transportation Research Board report from April, 2010 onlinepubs.trb.org/onlinepubs/nchrp/nchrp_lrd_53.pdf)
- From the Michigan Attorney General’s Office: bike routes “pose no additional risk of liability.” http://www.adventurecycling.org/default/assets/File/USBRS/Research/Michigan_PedBikeSafety_Liability_Oct2009.pdf
- The limited liability of governments for bicycle routes is documented in a study “Liability Aspects of Bikeway Designation” (<http://www.adventurecycling.org/default/assets/File/USBRS/Research/LiabilityAspectsofBikewayDesignation.pdf>).
- Some local jurisdictions are concerned about increased bicycle traffic. An increase of 2000 bicycle travelers per year would have significant economic impact on a local community on a USBR but is only 10 more cyclists per day.
- The target audience for USBRs is long distance bicycle travelers who are experienced road users and so are able to deal with higher traffic density and speed.
- There is no cost for implementing a USBR. Signage not required. There are a number of ways a route can be designated including maps (paper or electronic), signs, pavement markings, downloadable GPS coordinates, noting routes on existing state and local maps, etc.
- The roads, streets, and trails chosen for a USBR are not chiseled in stone. Route changes can be proposed to AASHTO twice per year.
- The choice of roads for a USBR is a tradeoff between low traffic, direct routing, access to services (bike shops, motels, campgrounds), access to points of interest, and scenic roads. The best route for a family weekend bike ride may not be the best route for someone on a multi-day long distance bicycle trip.



STAFF REPORT

Subject: Operating Statistics January – March 2017

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 445,702 passenger trips in Mono County between January 1, and March 31, 2017. The passenger trips per hour were 37.18, which is up by 11.5% when compared to the previous fiscal year.

	Jan-Mar 2017	Jan-Mar 2016	Percent Change
PASSENGERS			
Adult	401,330	368,467	8.2%
Senior	815	767	5.9%
Disabled	1,053	1,022	2.9%
Wheelchair	14	20	-42.9%
Child	42,136	43,704	-3.7%
Child under 5	354	155	56.2%
TOTAL PASSENGERS	445,702	414,135	7.1%
FARES	\$73,596.88	\$70,443.90	4.3%
SERVICE MILES	184,374	198,699	-7.8%
SERVICE HOURS	11,987	12,589	-5.0%
PASSENGERS PER HOURS	37.18	32.90	11.5%

Eastern Sierra Transit received \$73,596.88 in passenger fares during the third quarter of FY 2016/17. The average passenger fare was \$0.17. When the fixed routes within the Town of Mammoth are excluded from the calculation, the average fare per trip was \$9.30 and the corresponding farebox ratio was 30.35%.

Farebox Comparison

Route	JAN-MAR 2017	JAN-MAR 2016	% Change
Mammoth Express	23.03%	15.53%	7.50%
Walker DAR	7.29%	7.44%	-0.15%
Bpt to G'Ville	16.10%	14.22%	1.88%
Benton to Bishop	8.89%	13.26%	-4.37%
Mammoth DAR	12.26%	9.33%	2.93%
June Lake	77.21%	82.52%	-5.30%
Reno	22.38%	23.71%	-1.33%
Lancaster	26.68%	24.30%	2.38%

Ridership compared to the previous fiscal year was up with the current year having 31,567 more riders. The Mammoth Express, Trolley and MMSA routes showing the largest gains.

Ridership Comparison

Route	JAN-MAR 2017	JAN-MAR 2016	Variance	% Change
Mammoth Express	1,724	1,035	689	66.57%
Walker DAR	583	634	-51	-8.04%
Bpt to G'Ville	140	120	20	16.67%
Benton to Bishop	51	81	-30	-37.04%
Gray / OML	84	12,210	-12,126	-99.31%
Purple	24,931	33,091	-8,160	-24.66%
Trolley	51,794	48,756	3,038	6.23%
Meas U / Specials	1,045	967	78	8.07%
Mammoth DAR	1,184	886	298	33.63%
Reno	1,215	1,196	19	1.59%
Lancaster	1,038	917	121	13.20%
MMSA	359,938	312,654	47,284	15.12%
June Lake	1,975	1,588	387	24.37%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. Many of the routes met or exceeded the standards set by the Short Range Transit Plan (SRTP), including the Mammoth Express, Purple Line, Trolley, Measure U Routes, MMSA and June Lake. The most rural areas of Walker and Benton continue to be below the standard.

Passenger per Hour Comparison

Route	JAN-MAR 2017	JAN-MAR 2016	% Change	SRTP Standard
Mammoth Express	4.61	3.10	48.93%	2.5 – 3.5
Walker DAR	1.56	1.66	-6.08%	2.5 – 3.5
Bpt to G'Ville	1.82	1.46	24.35%	2.5 – 3.5
Benton to Bishop	1.32	2.31	-42.98%	2.5 – 3.5
Gray	.99	12.19	-91.92%	18 - 20
Purple	25.78	33.03	-21.93%	18 - 20
Trolley	31.10	39.05	-20.36%	18 - 20
Meas U / Specials	34.55	22.62	52.72%	2.5 – 3.5
Mammoth DAR	2.37	1.51	56.83%	3.0 - 5.0
Reno	1.82	1.78	2.02%	2.5 – 3.5
Lancaster	2.46	2.38	3.65%	2.5 – 3.5
MMSA	55.61	48.19	15.40%	18 - 20
June Lake	6.26	4.80	30.40%	2.5 – 3.5

Eastern Sierra Transit's Short Range Transit Plan has identified an additional efficiency standard for the 395 Routes, passenger miles per service hour. This standard was implemented due to the unique nature of these much longer inter-regional routes. The goal for this standard is 100 passenger miles per service hour. Both the Reno and Lancaster routes has exceed this goal.

Passenger Miles per Service Hour

Route	January 2017	February 2017	March 2017
Reno	145.34	165.76	153.10
Lancaster	227.22	268.24	287.90

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI
MONO ROUTES																	
<i>JAN-MAR 2017</i>																	
Mammoth Express	\$9,780.38	1,349	200	30	5	47	93	1,724	451	374	14,563	14,084	5.67	.69	4.61	39.0	0.12
Walker DAR	\$1,662.70	1	46	534	0	2	0	583	400	375	3,365	2,858	2.85	.58	1.56	9.0	0.20
Bridgeport to G'Ville	\$982.00	20	120	0	0	0	0	140	90	77	2,422	1,637	7.01	.60	1.82	31.5	0.09
Benton to Bishop	\$280.50	10	18	23	0	0	0	51	73	39	3,361	1,667	5.50	.17	1.32	86.9	0.03
Old Mammoth Ltd	\$0.00	68	0	0	0	16	0	84	97	85	1,784	1,526	.00	.00	.99	20.9	0.06
Purple	\$0.00	22,450	0	0	0	2,481	0	24,931	998	967	12,421	12,083	.00	.00	25.78	12.8	2.06
Trolley	\$0.00	48,455	0	1	0	3,338	0	51,794	1,774	1,665	23,242	20,737	.00	.00	31.10	14.0	2.50
Meas U / Specials	\$0.00	966	2	50	0	27	0	1,045	36	30	563	496	.00	.00	34.55	18.6	2.11
Mammoth DAR	\$2,692.40	657	74	204	3	11	235	1,184	502	499	1,532	1,457	2.27	1.85	2.37	3.1	0.81
June Lake	\$19,321.50	1,917	0	0	0	58	0	1,975	381	316	8,577	7,584	9.78	2.55	6.26	27.2	0.26
Reno	\$21,886.65	950	163	64	4	26	8	1,215	736	668	27,650	26,827	18.01	.82	1.82	41.4	0.05
Lancaster	\$16,990.75	709	192	87	2	30	18	1,038	497	422	20,037	19,546	16.37	.87	2.46	47.5	0.05
MMSA	\$0.00	323,778	0	60	0	36,100	0	359,938	6,886	6,472	78,060	73,872	.00	.00	55.61	12.1	4.87
Total	\$73,596.88	401,330	815	1,053	14	42,136	354	445,702	12,920	11,987	197,577	184,374	.17	.40	37.18	16.5	2.42
<i>JAN-MAR 2016</i>																	
Mammoth Express	\$5,898.00	770	102	33	4	81	45	1,035	425	334	14,498	14,042	5.70	.42	3.10	43.4	0.07
Walker DAR	\$1,733.70	3	73	549	0	9	0	634	408	383	2,864	2,433	2.73	.71	1.66	7.5	0.26
Bridgeport to G'Ville	\$924.20	22	96	0	0	2	0	120	97	82	2,617	1,794	7.70	.52	1.46	31.9	0.07
Benton to Bishop	\$379.00	29	9	24	2	4	13	81	76	35	3,400	1,725	4.68	.22	2.31	97.1	0.05
Gray	\$0.00	8,559	0	0	0	3,651	0	12,210	1,026	1,001	17,455	17,187	.00	.00	12.19	17.4	0.71
Purple	\$0.00	27,177	0	1	0	5,913	0	33,091	1,034	1,002	11,960	11,602	.00	.00	33.03	11.9	2.85
Trolley	\$0.00	45,646	0	17	0	3,093	0	48,756	1,320	1,248	16,879	15,784	.00	.00	39.05	13.5	3.09
Meas U / Specials	\$0.00	846	0	95	0	26	0	967	66	43	608	497	.00	.00	22.62	14.2	1.95
Mammoth DAR	\$2,404.00	544	144	86	0	41	71	886	596	585	3,235	2,973	2.71	.81	1.51	5.5	0.30
June Lake	\$21,649.50	1,573	0	0	0	15	0	1,588	389	331	9,358	8,356	13.63	2.59	4.80	28.3	0.19
Reno	\$23,286.75	835	193	118	12	32	6	1,196	741	671	28,552	27,563	19.47	.84	1.78	42.6	0.04
Lancaster	\$14,168.75	627	150	90	2	28	20	917	429	386	18,717	18,482	15.45	.77	2.38	48.5	0.05
MMSA	\$0.00	281,836	0	9	0	30,809	0	312,654	6,867	6,488	80,962	76,261	.00	.00	48.19	12.5	4.10
Total	\$70,443.90	368,467	767	1,022	20	43,704	155	414,135	13,475	12,589	211,105	198,699	.17	.35	32.90	16.8	2.08



Transportation Concept Report

State Route 168

District 9

2017



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 9 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Approvals:

Ryan A. Dermody

Date

Brent L. Green

Date

*Deputy District 9 Director,
Planning & Environmental*

District 9 Director



**State Route 168
Transportation Concept Report**

Prepared
by
Caltrans District 9
Office of System Planning

2017

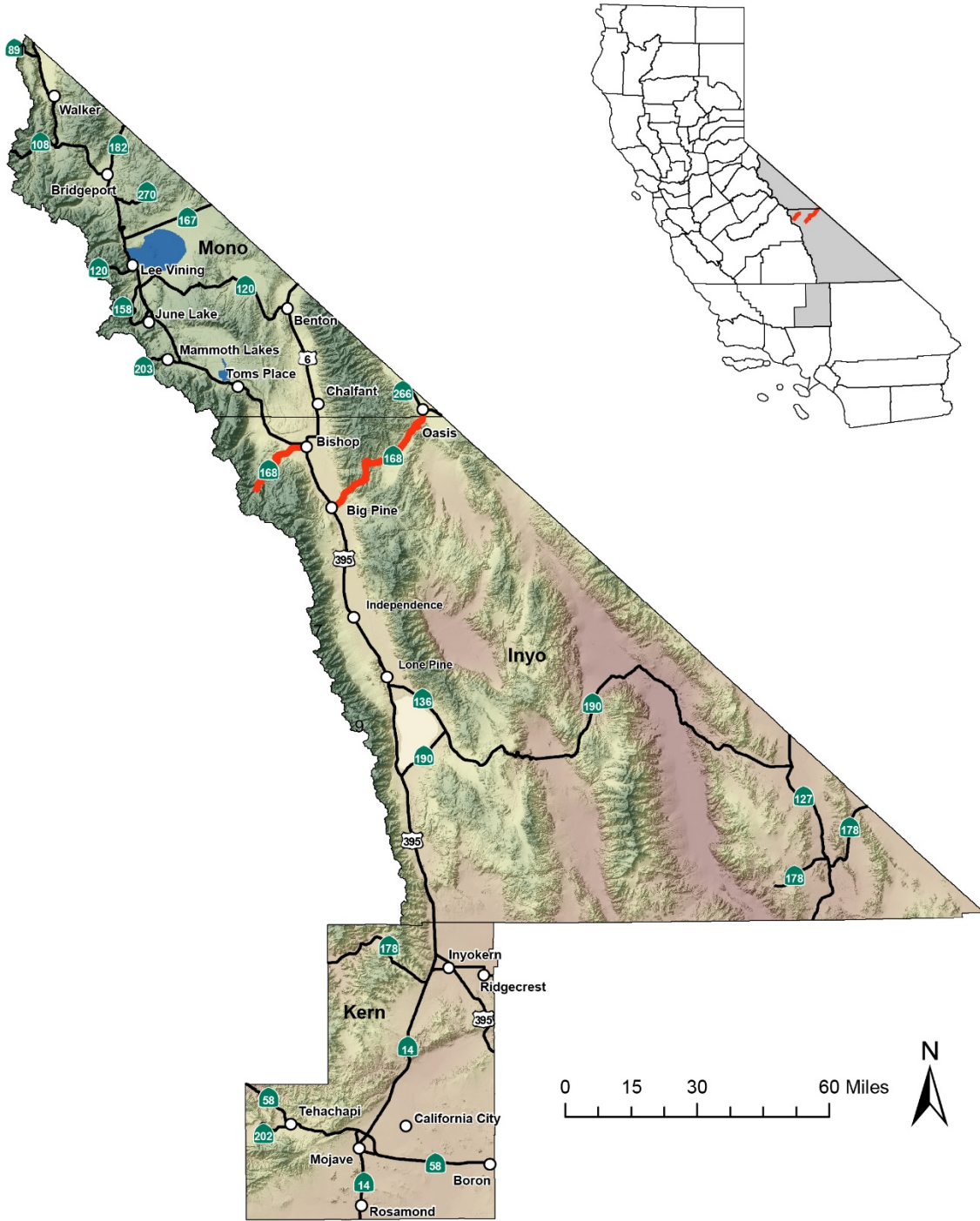
For additional information regarding the Transportation Concept Report for State Route 168, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514-3423
www.dot.ca.gov/dist9/planning/
(760) 872-0601

For individuals who need this information in a different format, it is available in several foreign languages as well as Braille, large print, audio cassette, and computer disk. To obtain a copy in an alternative format, please communicate with the Equal Employment Opportunity officer at the above address or phone number.

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Location of State Route 168 in Caltrans District 9

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 168 TCR. As information for the TCR was gathered, some stakeholders were contacted for input related to their particular specializations, and to verify data sources used and data accuracy. Prior to document finalization, primary stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for external input and ideas to be reflected in the document, increases credibility, and helps strengthen public support and trust. Stakeholders contacted during the development of this document include: the Inyo County Local Transportation Commission (LTC); Mono County Local Transportation Commission (LTC); Los Angeles Department of Water and Power (LADWP); the California Highway Patrol (CHP), the Bureau of Land Management (BLM-Bishop Field Office); the Inyo National Forest National Forest Service (USFS); City of Bishop; Northern Inyo Hospital; Great Basin Unified Air Pollution Control District; Cerro Coso Community College; and Eastern Sierra Transit Authority.

EXECUTIVE SUMMARY

State Route (SR) 168 begins at the junction of SR 180 in Fresno County (District 6), and is constructed to Huntington Lake. The portion between Huntington Lake and Camp Sabrina, where SR 168 begins again in Inyo County (District 9), is not a part of the Federally designated route and is unconstructed. This portion lies within two wilderness (i.e. roadless) areas; Kings Canyon National Park, and the John Muir Wilderness. Therefore, construction to connect these two segments is highly unlikely. The combined distance of the entire constructed route in both District 6 and 9 is 124 miles. This report is an overview of SR 168 in District 9, which begins 1.5 miles west of the community of Aspendell in Inyo County, and ends at the junction of SR 266 in Mono County, covering a distance of 56.15 miles.

Concept Summary

Segment ID	Segment Description	Existing Facility	20-year System Operations and Management Concept	20-year Facility Concept
1	North end of Inyo-County maintained Lake Sabrina Road (0.02 mile northeast of INF Road 8S10, the Sabrina Campground entrance road) to Meadow Lane in West Bishop	Two-lane conventional	<ul style="list-style-type: none"> • Turnouts constructed where feasible: 114 feet northeast of INF Road 8S10 to Ed Powers Road in West Bishop, PM R0.00–R13.48 • Paved shoulders widened to five feet minimum: Starlight Drive to Ed Powers Road, near and in West Bishop, PM R10.61–R13.48 	Two-lane conventional
2	Meadow Lane in West Bishop to Sunland Drive	Two, three, and four-lane conventional	<ul style="list-style-type: none"> • Sidewalk gaps filled in and new sidewalk constructed: both sides of roadway from Meadow Lane in West Bishop to Barlow Lane on the Bishop Paiute Reservation • New sidewalk constructed on south side of roadway from See Vee Lane to Sunland Drive in West Bishop, PM 17.30–17.81 • Road diet • Signal at See-Vee 	Two-lane conventional
3	Sunland Drive, the west limit of Bishop on the south side of SR 168 to US 395, Main Street, in Bishop	Two-lane conventional	Drainage improved and pavement contour adjusted: southwest corner of Line Street and Main Street intersection in Bishop, north junction SR 168 with US 395: Iny-168 PM 18.30–18.31, PM Iny-395 115.39–115.40	Two-lane conventional
4	US 395, Main Street, in Big Pine to the Inyo-Mono county line	Two-lane conventional	Vertical alignment improved: 4.8 miles east of Death Valley Road to 6.2 miles west of Westgard Pass Summit near Big Pine, PM 24.57–25.85	Two-lane conventional
5	Inyo-Mono county line to SR 266 at the Oasis Ranch in the Fish Lake Valley	Two-lane conventional	Shoulders widened to five feet minimum throughout segment	Two-lane conventional

Concept Rationale

The Concept LOS for SR 168 is level C. According to the Inyo and Mono County General Plans, all roadways and highways in these counties should be maintained at a minimum LOS of C. The LOS in the City of Bishop was derived by using an urban street methodology since the facility is restricted by speed limits. Caltrans will continue to emphasize further rehabilitation, operational, and capacity improvements on SR 168 due to its importance to the City of Bishop and as an interregional corridor for goods movement and recreational travelers.

Proposed Projects and Strategies

- Line Street Road Diet
- South See Vee Lane/SR 168
- SR 168 ADA project
- Maintenance of existing facility
- provide sidewalk continuity
- Perfect R/W in Segments 4 and 5 where rights are only prescriptive
- Install traffic signal system
- Improve drainage and adjust pavement contour
- Improve vertical alignment

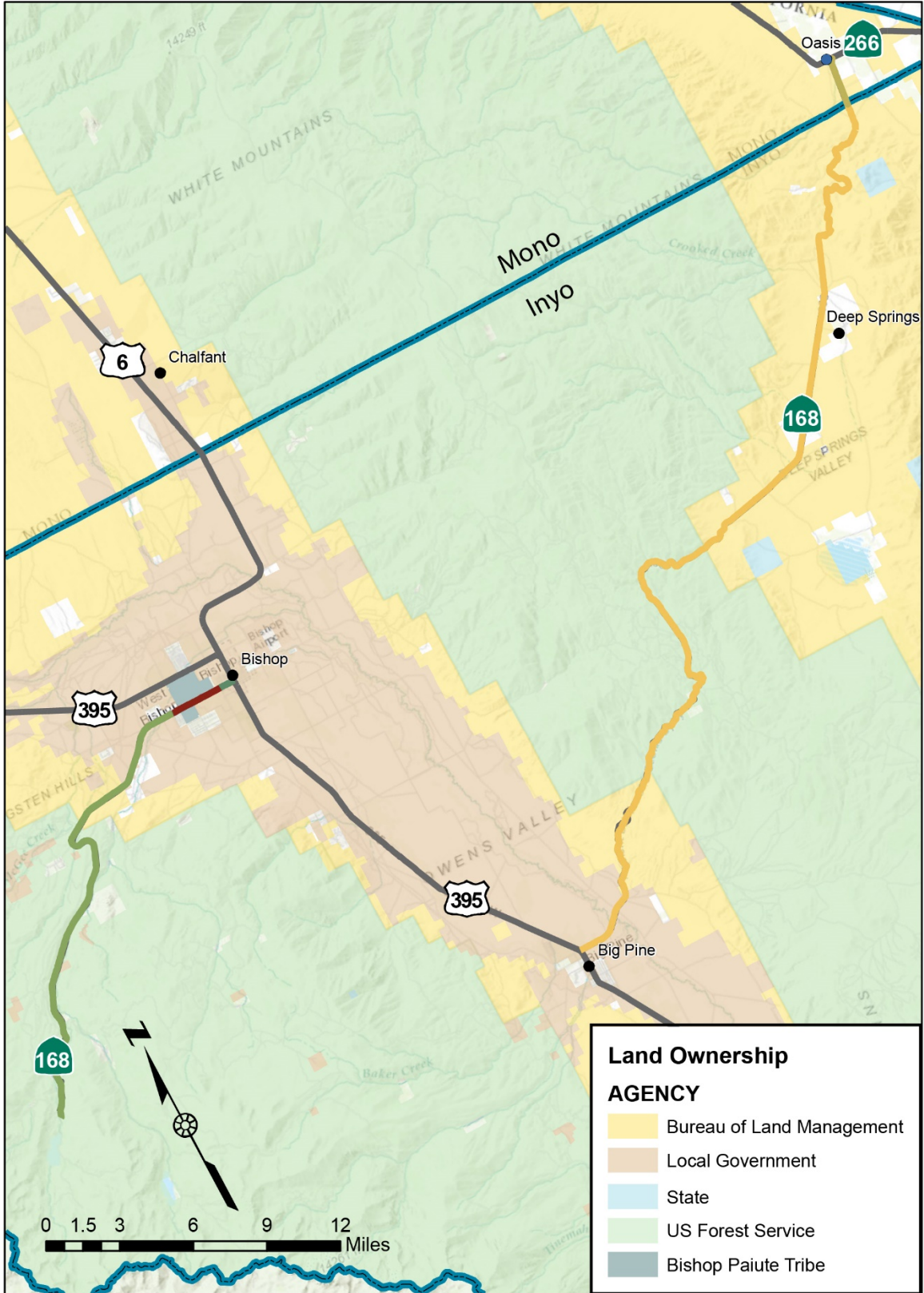
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

This TCR addresses 56.15 miles of the route within Caltrans District 9, Inyo and Mono Counties.

Segment ID	Location Description	County-Route-Beginning Post Mile	County-Route-Ending Post Mile
1	North end of Inyo-County-maintained Sabrina Road (0.02 mile northeast of INF Road 8S10, the Sabrina Campground entrance road) to Meadow Lane in West Bishop	Iny-168-R0.00	Iny-168-16.06
2	Meadow Lane in West Bishop to Sunland Drive, the west city limit of Bishop	Iny-168-16.06	Iny-168-17.81
3	Sunland Drive, the west city limit of Bishop on the south side of SR 168, to US 395, Main Street in Bishop	Iny-168-17.81	Iny-168-18.31
4	US 395, Main Street in Big Pine, to the Inyo-Mono county line	Iny-168-18.31	Iny-168-54.70
5	Inyo-Mono county line to SR 266 at the Oasis Ranch entrance in the Fish Lake Valley	Mno-168-0.00	Mno-168-1.45

SEGEMENT MAP



ROUTE DESCRIPTION

Route Location:

For the purpose of this report, SR 168 is addressed in five segments. Segment 1 begins at Sabrina Road (PM 0.0) and passes through the small community of Aspendell, traversing the eastern slope of the Sierra Nevada Mountains down to the floor of the Owens Valley and ends in West Bishop. Segment 2 begins in West Bishop at Meadow Lane (PM 16.06) and continues to Sunland Drive in the City of Bishop. Segment 3 begins at Sunland Drive and ends at the junction of US 395 (PM 18.31). After a routebreak of 14.67 miles at U.S. Highway 395, Segment 4 begins just north of the town of Big Pine and runs easterly through the White and Inyo Mountains, through Westgard Pass (Elev. 7,271 ft.) and Gilbert Pass (Elev. 6,373 ft.) to the Mono County Line (PM 54.70/0.00). Segment 4 provides access to Death Valley National Park via Death Valley Road. In Mono County, Segment 5 begins at the Mono County Line and ends at the junction of SR 266 (PM 1.45). California SR 266 provides continuity by connecting with Nevada SR 266 which runs southeastward to U.S. Highway 95.

Route Purpose:

Segments 1, 2, and 3 serve recreational travelers en-route to various Eastern Sierra destinations as well as the communities of Aspendell, Starlite, West Bishop, and the City of Bishop. Cerro Coso Community College is another destination frequented by residents of the area. Segment 4 serves the University of California high altitude research facilities in the White Mountains, Deep Springs College, agricultural traffic, the Ancient Bristlecone Pine Forest, and associated campground facilities. Segment 5 serves the residents of Oasis, Fish Lake Valley, and traffic between California and Nevada.

Major Route Features:

Segments 1 and 2 (PM 0.00 – 17.81) serve recreational travelers and residents commuting to Bishop area businesses and schools. Segment 3 primarily serves residents and the business district of the City of Bishop. These 3 segments are a part of the Interregional Road System (IRRS). There is a route-break where SR 168 intersects with U.S. Highway 395. Traveling south on US 395 for 14.67 miles, segment 4 of SR 168 begins just north of the community of Big Pine (PM 18.32). From here to the end of Segment 5 (Junction with SR 266 Mono PM 1.45), SR 168 serves as a link for tourists and residents to access services in the Owens Valley. It also allows access to recreational areas. Segments 4 and 5 also allow for a connection between U.S. Highway 395 in California and Highway 95 in Nevada

Route Designations and Characteristics:

Segment ID	1	2	3	4	5
Freeway & Expressway System as defined in Section 253.7 of the California Streets and Highways Code	no	no	no	no	no
National Highway System	no	no	no	no	yes
Strategic Highway Network	no	no	no	no	no
Scenic Highway as defined in Sections 263 and 263.7 of the California Streets and Highways Code	officially designated: entire segment	officially designated: PM ≤16.34; eligible, but not officially designated: PM >16.34	eligible, but not officially designated: entire segment	eligible, but not officially designated: entire segment	eligible, but not officially designated: entire segment
Interregional Road System as defined in Sections 164.3 and 164.18 of the California Streets and Highways Code	yes	yes	yes	no	no
Priority Interregional Facility	no	no	no	no	no
Federal Functional Classification	Major Collector	Major Collector	Major Collector	Minor Arterial	Minor Arterial
Goods Movement Route	no	no	no	no	no
Truck Designation	California Legal Network	California Legal Network	California Legal Network	California Legal Advisory Route	California Legal Advisory Route
Census Bureau Population Size Designation	Rural: PM <15.038 Urban: PM ≥15.038	Urban	Urban	Rural	Rural
Regional Transportation Planning Agency	Inyo County LTC	Inyo County LTC	Inyo County LTC	Inyo County LTC	Mono County LTC
Local Agency	Inyo County	Inyo County	Inyo County	Inyo County	Mono County
Federally recognized Native American Tribes	none	Bishop Paiute Tribe	none	none	none
Air District	Great Basin Unified Air Quality Management District	Great Basin Unified Air Quality Management District	Great Basin Unified Air Quality Management District	Great Basin Unified Air Quality Management District	Great Basin Unified Air Quality Management District
Terrain	mountainous	rolling	level	mountainous	rolling

COMMUNITY CHARACTERISTICS

SR 168 services several communities including: Aspendale, Starlight, the City of Bishop, Big Pine, Deep Springs Collage and Oasis. The route is important for many of these communities often acting as their primary route to goods and services and is important in Bishop as a major collector for town circulation.

LAND USE

Land use along four of the route segments (1,2,3,4) is classified predominantly as agricultural. The Bureau of Land Management (BLM), Forest Service, the State, and the local government manage the public lands along the route. Currently, there is no anticipated growth along or near the route. Long-term right-of-way (R/W) needs are not anticipated to change, but R/W should be formalized where it is currently not. The Inyo National Forest has been considering additions to wilderness areas in the vicinity of SR 168 (e.g. John Muir, Marble Canyon, Soldier Canyon). In 2016, Caltrans requested that State highway system R/W be specifically excluded from such designations (not just the road itself).

Segment ID	Place Type/Land Use
1	Agricultural, Commercial, Educational, Open Space, Public Service, Recreational, Residential
2	Agricultural, Commercial, Educational, Public Health, Residential, Tribal Lands
3	Commercial, Government Administrative, Public Service
4	Agricultural, Educational, Open Space, Public Facility, Recreational
5	Agricultural, Resource Management

SYSTEM CHARACTERISTICS

SR 168 is predominantly a conventional two-lane undivided highway. Segment 2 is the only exception with a lane configuration ranging from two to four lanes. The highway has a speed limit ranging from 25-55 mph with steep grades and segments with curves. The average shoulder width is 0 to 10 feet; the average lane width is 12 feet; and no medians exist.

Segment ID	1	2	3	4	5
Existing Facility					
Facility Type	conventional	conventional	conventional	conventional	conventional
General Purpose Lanes	2	3: PM 16.06–16.43 4: PM 16.43–17.19 3: PM 17.19–17.58 2: PM 17.58–17.81	2	2	2
Lane Miles	32.00	5.78	1.00	72.74	2.90
Centerline Miles	16.00	1.75	0.50	36.37	1.45
Auxiliary Lanes, percent of segment length	1.5	6.6	22.6	0	3.4
Passing Lanes, percent of segment length	0	0	0	0	0
Current Right-of-way width, feet	80–416	69–100	59–84	38–204	50–52
20-year Concept Facility					
Facility Type	conventional	conventional	conventional	conventional	conventional
General Purpose Lanes	2	2	2	2	2
Lane Miles	32.00	7.00	1.00	72.74	2.90
Centerline Miles	16.00	1.75	0.50	36.37	1.45

Auxiliary Lanes, percent of segment length	1.5	6.6	22.6	0	0
Passing Lanes, percent of segment length	0	0	0	0	0
Segment ID	1	2	3	4	5
Traffic Management System (TMS) Elements					
TMS Elements , base year	mainline metering station at PMs R0.22 ¹ and R14.13 ²	traffic signal at PM 16.80; mainline metering station at PM 16.39 ²	traffic signals at PMs 17.93, 18.16, and 18.31; mainline metering station at PM 18.27 ²	mainline metering station at PM 18.63 ²	mainline metering station at PM 1.45 ¹
TMS Elements, horizon year	continuing mainline metering station at PMs R0.22 ¹ and R14.13 ²	continuing traffic signal at PM 16.80; continuing mainline metering station at PM 16.39 ²	continuing traffic signals at PMs 17.93, 18.16, and 18.31; continuing mainline metering station at PM 18.27 ²	continuing mainline metering station at PM 18.63 ²	upgraded mainline metering station between PM 0.18 and PM 1.45 ²

¹ one operating counter connected to traffic sensors spanning both travel directions

² two operating counters each connected to traffic sensors spanning one travel direction; station software capable of individual travel-direction count output as well as output the sum of both travel direction counts

BICYCLE FACILITY

Bicycles are allowed on all of SR 168 since it is a shared roadway. There are no bikeway designations nor any bike lanes existing on the route. Providing wider shoulders to accommodate bicycle lanes is a challenge due to prioritization of funding and environmental concerns.

On-highway Bicycle Accommodation							
Highway Segment ID	County	Post Mile Limits	Is Bicycle Access Prohibited?	Accommodation Type (Bicycle Facility Designation)	Outside Paved Shoulder Width, feet	Facility Description	Posted Speed Limit, miles/hour
1	Inyo	R0.00–16.06	No	Shared roadway	0–2	Varying width paved shoulder	50, 45, 55
2	Inyo	16.06–17.81	No	Shared roadway	0–2	Varying width paved shoulder	45, 35
3	Inyo	17.81–18.31	No	Shared roadway	4–10	Varying width paved shoulder	35, 25
4	Inyo	18.32–54.70	No	Shared roadway	0–4	Varying width paved shoulder	55, 65

5	Mono	0.00–1.57	No	Shared roadway	2–5 typical	Varying width paved shoulder	55
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PEDESTRIAN FACILITY

Pedestrian traffic is allowed but is extremely minimal along the majority of the route. Along all segments there are paved shoulders varying in width from 0-2 feet, and up to 10 feet for short distances. Pedestrians may utilize the paved and unpaved shoulders of the entire route. Providing wider shoulders to accommodate pedestrian traffic along SR 168 is a challenge due to prioritization of funding and environmental concerns.

Highway Segment ID	Pedestrian Segment ID	County	Post Mile Limits	Is Pedestrian Access Prohibited?	Is Sidewalk Present?	Sidewalk Width, feet	Curb Face-to-Curb Face Crossing Distance, feet	Facility Description
1	A	Iny	R0.00–16.03	no	no	n. a.	n. a.	2–12 foot width paved shoulder on each side of roadway
	B	Iny	16.03–16.06	no	yes	8–9	n. a.	12-foot width paved shoulder on north side of roadway; sidewalk on south side of roadway
2	C	Iny	16.06–16.21	no	no	n. a.	n. a.	9–15 foot width paved shoulder on both sides of roadway
	D	Iny	16.21–16.23	no	yes	6	n. a.	10-foot width paved shoulder on north side of roadway; sidewalk on south side of roadway
	E	Iny	16.23–16.28	no	no	n. a.	n. a.	9–11 foot width paved shoulder on both sides of roadway
	F	Iny	16.28–16.30	no	yes	4–5	n. a.	9-foot width paved shoulder on north side of roadway; sidewalk on south side of roadway
	G	Iny	16.30–16.80	no	no	n. a.	n. a.	8–9 foot width paved shoulder on both sides of roadway
	H	Iny	16.80–17.64	no	yes	6	n. a.	sidewalk on north side of roadway; 7–9 foot width paved shoulder on south side of roadway;
	I	Iny	17.64–17.81	no	yes	7 ¹ , 9 ²	n. a.	7-foot width standard sidewalk on north side of roadway; 9-foot width hot-mix asphalt concrete sidewalk on south side of roadway
3	J	Iny	17.81–19.31	no	yes	5–14	46–50	sidewalk on both sides of roadway
4	K	Iny	19.32–54.70	no	no	n. a.	n. a.	1–4 foot typical, 23 foot maximum width paved shoulder on both sides of roadway
5	L	Mno	0.00–1.45	no	no	n. a.	n. a.	2–5 foot typical; 9 foot maximum width paved shoulder on both sides of roadway

1 width of sidewalk on north side of roadway

2 width of sidewalk on south side of roadway

TRANSIT FACILITY

Regularly scheduled public transit service is not available along SR 168. However, the Eastern Sierra Transit Authority (ESTA) provides:

- Dial-a-ride service between locations in Bishop, the Bishop Airport area, West Bishop, and Laws;
- Regularly scheduled round trip public transit service on US 395 passing the west leg of SR 168 in Bishop and the east leg of SR 168 in Big Pine, on its routes:
 - between Lone Pine and Reno on Mondays, Tuesdays, Thursdays, and Fridays
 - between Mammoth Lakes and Lancaster on Mondays, Wednesdays, and Fridays

On-demand pickup for both service routes at the junction of SR 168 with US 395 in Bishop and Big Pine may be arranged with ESTA via a telephone call 24 hours in advance.

ESTA is beginning a pilot program in the summer of 2017 to service the South Lake and Lake Sabrina areas within the Bishop Creek area. Service will run round-trips from the Kmart/Vons parking lot in Bishop twice a day, seven days a week; during the summer months only.

FREIGHT

Freight generation and/or distribution facilities are not located on SR 168 in either Inyo County or Mono County. Segment 3 and 4 have a moderate amount of freight traffic transporting agricultural goods.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may need future analysis during the project development process. This information does not represent all possible environmental considerations that may exist within the area surrounding the route. Any SR 168 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified are scaled (high, medium, or low) by district staff based on the probability of encountering such environmental issues.

The following environmental factors were included:

- **Section 4(f) Land:** There are a number of segments along SR 168 that have a high probability to impact Section 4(f) lands. All projects will be reviewed for their possible 4(f) impacts and evaluations and avoidance and minimization measures will be made during the project development phase.
- **Farmland/Timberland:** In certain segments of SR 168 there are Farm and Timberlands present, all projects that may impact them will be reviewed in context with the scope and potential impact to those resources.
- **Cultural Resources:** There are several known prehistoric and historic archeological sites along SR 168; therefore, appropriate archaeological and historical studies will be required for most projects along this route including the assessment and possible mitigation to all cultural resource impacts.
- **Visual Aesthetics:** Segment #1 of SR 168 is officially designated a State Scenic Highway. Segments 4 and 5 are also eligible for State Scenic Highway Status but are not officially designated. Projects along SR 168 will have a qualified Landscape Architect review them.
- **Floodplain:** A number of floodplains have been identified along SR 168, but due to the nature and variability of rain events, coupled to the desert climate and soils in this part of California, most flooding is unpredictable along SR 168.

- **Climate Change and Sea Level Rise Vulnerability:** Climate change and sea level rise vulnerability are not expected to have a significant impact in the Great Basin terrain along SR 168.
- **Hazardous Materials:** The area which SR 168 traverses has few hazardous waste issues. A new Caltrans policy requires that any project which requires the haul-off of soil needs to be tested for Aerially Deposited Lead (ADL), this will happen for any project along SR 168 that meets this criteria.
- **Naturally Occuring Asbestos:** This area of California does not contain the rock type where Naturally Occuring Asbestos is found and therefore is not an issue.
- **Noise:** Road and maintenance noise will have an extremely low impact along the route because of the low traffic volumes and small populations in communities along and near SR 168. With more receptors in the City of Bishop noise could become a potential issue primarily during construction activities.
- **Waters and Wetlands:** The area that SR 168 traverses through has a number of waters and potential wetland areas that could be impacted by certain projects. All proposed projects will be reviewed by a qualified biologist prior to implementation of these projects.
- **Special Status Species:** A number of Special Status species can be found near SR 168 and within the Great Basin biome in general. Most projects along this route will be surveyed prior to any project that may impact habitat.
- **Habitat Connectivity:** Due to the untouched nature through which most of 168 traverses through, habitat connectivity is present along most of the route. Future projects along the route do not propose to degrade connectivity within the Great Basin.
- **Air Quality:** SR 168 is located within the Great Basin Unified Air Pollution Control Distrcit. Ozone (O3) and Particulate Material -10 (mm) is classified as Non-attainment along the route. Projects along SR 168 will be evaluated for air quality impacts on a case-by-case basis.

Characteristic	Environmental Impact/Classification, Route 168 Segment				
	1	2	3	4	5
Section 4(f) Land	medium	low		Medium	low
Farmland/Timberland	medium	Low			
Environmental Justice	Low				
Cultural Resources	Medium				
Geology/Soils/Seismic	Low				
Floodplain	low			Medium	low
Climate Change and Sea Level Rise Vulnerability	Low				
Hazardous Materials	Low				
Naturally Occuring Asbestos	Low				
Air Quality	Ozone (O ₃)		Non-attainment		
	Particulate	2.5 micrometer	Attainment		
		10 micrometer	Non-attainment		
	Carbon Monoxide (CO)		Attainment		
Noise	Low				
Waters and Wetlands	medium	low		Medium	low
Wild and Scenic Rivers	Low				
Special Status Species	medium		low	medium	
Fish Passage	medium	Low			
Habitat Connectivity	Low				low

Floodplain

Owens River

100-year flood-width limits along SR 168: PM R19.59–R19.92

500-year flood-width limits along SR 168: PM R19.58–R19.92

Waters and Wetlands

Location limits				Right of Way (by side)
Beginning		ending		
Post mile	Landmark	Post mile	Landmark	
R1.98	0.025 mile southwest of Cataract Road in Aspendell	R2.00	0.005 mile southwest of Cataract Road in Aspendell	right (southeast)
R5.34	0.145 mile northeast of Big Trees Road	R5.47	0.270 mile northeast of Big Trees Road	right (southeast)
R10.17	0.445 mile southwest of Starlight Drive	R10.22	0.394 mile southwest of Starlight Drive	both
R11.15	0.195 mile northeast of the east intersection with Buttermilk Road in West Bishop	R11.15	0.202 mile northeast of the east intersection with Buttermilk Road in West Bishop	both
14.37	0.374 mile southwest of Otey Road in West Bishop	14.37	0.370 mile southwest of Otey Road in West Bishop	both
14.71	160 feet southwest of Otey Road in West Bishop	14.72	130 feet southwest of Otey Road in West Bishop	both
14.77	0.03 mile northeast of Otey Road in West Bishop	14.94	0.20 mile northeast of Otey Road in West Bishop	left (northwest)
R19.63	0.17 mile southwest of the beginning of Bridge 48-0061 over the Owens River	R19.78	0.014 mile southwest of the beginning of Bridge 48-0061 over the Owens River	left (northwest)
R19.70	Beginning of Bridge 48-0061 over the Owens River	R19.93	0.12 mile northeast of the end of Bridge 48-0061 over the Owens River	right (southeast)

CORRIDOR PERFORMANCE

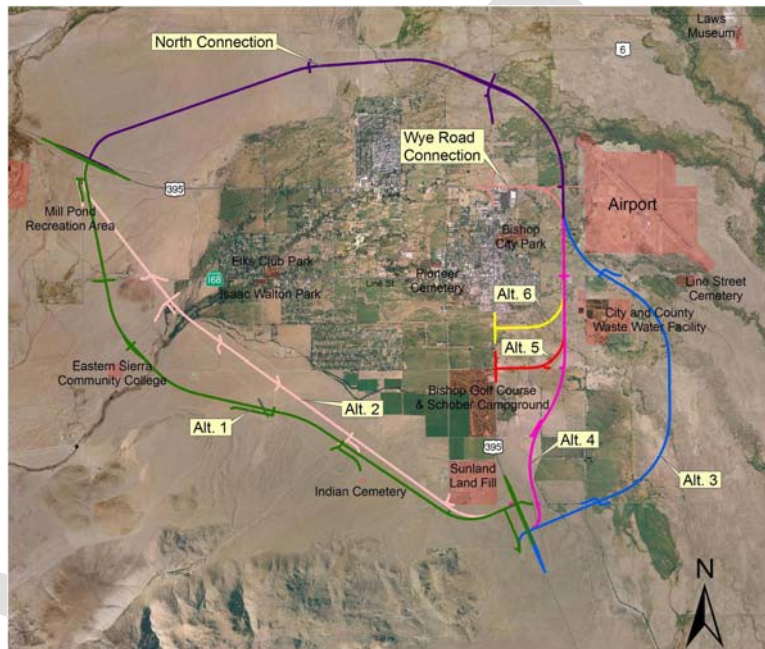
Performance/Use Parameter	Segment ID				
	1	2	3	4	5
Basic System Operations					
AADT_{BY} (Base year–2014)	1,210	6,300	7,690	470	230
AADT_{HY} (Horizon year–2034)	1,517	4,685	6,258	382	182
AADT growth/year, percent	+1.137	-1.470	-1.025	-0.307	-1.167
LOS Evaluation Method	Highway Capacity Software (HCS) 2010, two-lane program	Highway Capacity Manual (HCM) 2010 exhibits 17.11 and 16.4	HCM 2010 exhibits 17.11 and 16.4	HCS 2010, two-lane program	HCS 2010, two-lane program
LOS_{BY}	A	A	A	A	A
LOS_{HY}	B	A	A	A	A
LOS Concept (minimum acceptable through 2034)	C	C	C	C	C
VMT_{BY}	19,433	11,025	3,845	17,099	334
VMT_{HY}	24,363	8,199	3,129	13,897	264
Truck Traffic					
Total Average Annual Daily Truck Traffic, AADTT_{BY}	27	270	412	53	18
Total Trucks, percent of AADT_{BY}	2.2	4.29	5.36	11.3	8
5+ Axle Average Annual Daily Truck Traffic, AADTT_{BY}	0	46	20	4	7
5+ Axle Trucks_{BY}/AADT_{BY}, percent	0	16.9	4.89	7.69	37.5
Peak Hour Traffic					
Peak Hour Direction	East	West	East	West	data not available ¹
Peak Hour Time of Day	12:00N–1:00PM	4:00PM–5:00PM	11:00AM–12:00N	3:00PM–4:00PM	data not available
Peak Hour Directional Split_{BY}	57/43	56/44	55/45	68/32	60/40 ²
Peak Hour VMT_{BY}	2,800	1,100	416	2,582	58 ³
Peak Hour VMT_{HY}	3,511	818	339	2,426	46 ³
Peak Hour Average Speed_{BY}, mi/h	53 ⁴	48 ⁴	30 ⁴	55 ⁴	data not available

- 1 directional data not available, only the sum of values for each direction of travel during the peak hour
- 2 60/40 is the default value in Exhibit 15-5 of the 2010 Highway Capacity Manual
- 3 based on a bi-directional peak-hour value of 40 vehicles/hour from the Caltrans on-line Year 2014 Traffic Volumes Book
- 4 Peak hour average speed is not available; value is average of eighty-fifth percentile speeds along segment

ADDITIONAL TOPICS

In 2003 the Inyo County Local Transportation Commission, with the support of the City of Bishop and Inyo County, requested that Caltrans District 9 conduct the *Bishop Area Access and Circulation Study* (BAACS). The study was developed in a collaborative fashion with the Bishop Paiute Tribe, local Chamber of Commerce, businesses, community service groups, local schools, the general public, and others.

The study recommended 3 main concepts, which meet its goals. One of which was to improve access between the City of Bishop, and the housing areas in West Bishop (i.e. South Barlow, Manor, McLaren, Highlands/Glenwood, Meadow Creek, Bishop Reservation, etc.). Recommendations include the development of new local roads to provide options other than SR 168/West Line Street and US 395/North Sierra Highway to access Bishop, and alleviate traffic congestion on West Line Street/Main Street during peak usage.



Possible alternative alignments presented by the BAACS Study

KEY CORRIDOR ISSUES

To better accommodate all modes of transportation, the widening of shoulders is recommended for all segments of this route. Maintenance and pavement preservation will be the majority of routine work on SR 168 including chip seals, thin blanket overlays, fog seals, and culvert/bridge work. From a maintenance perspective, cut and fill slopes along this entire route should be flattened to a minimum of 3:1 where feasible, to reduce erosion and promote vegetation growth. Where slopes cannot be flattened due to Right-of-Way restrictions or environmental constraints, slope treatment, gullies should be replaced. Paving turnouts to accommodate truck and recreational parking, as well as aiding with maintenance activities such as mowing, grading, and snow storage would be beneficial.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Within Segments 1, 4, and 5, where recreational and interregional travel is the primary use, emphasis will be placed on the maintenance of the current facility and the addition of paved shoulders where feasible, to accommodate maintenance activities, snow storage, and multi-modal opportunities.

Within Segments 2 and 3 in the incorporated and unincorporated City of Bishop, emphasis will be placed on multi-modal transportation opportunities, and maintenance of the current facility.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Segment ID	Description	Planned or Programmed	Location	Source	Purpose
1	Construct turnouts	planned	0.02 mile northeast of the Sabrina Camp-ground entrance to Ed Powers Road, PM R0.00–R13.48	Caltrans D9 recommendation	Increase passing efficiency
1	Widen shoulders	planned	Starlight Drive to Ed Powers Road, PM R10.610–R13.48	Caltrans D9 SR 168 TCR, 2010	Reduce run-off-road collision potential
2	Provide continuous sidewalk	planned	Meadow Lane to Barlow Lane, PM 16.06–16.80	Caltrans D9 SR 168 TCR, 2010	Increase pedestrian comfort
2	Construct sidewalk	programmed	Barlow Lane to 0.2 mile west of Pioneer Lane, PM 16.80–17.3	SHOPP 201.361, ADA curb ramps	Comply with Americans with Disabilities mandate
2	Install traffic signal system	active programmed	at See Vee Lane, PM 17.31	Minor 201.310, operational improvements	Increase intersection efficiency
2 and 3	Provide constant roadway cross-section	planned	Grand View Drive to Home Street, PM 16.20–17.93	10-year SHOPP	Increase safety and operational efficiency
2 and 3	Remove or relocate obstacles on sidewalks	programmed	Pioneer Lane to Main Street, US 395, PM 17.66–18.31	SHOPP 201.378, pedestrian infrastructure	Comply with ADA Clear Path requirements
3	Improve drainage and adjust pavement contour	planned	South side of roadbed from 0.02 mile west of US 395 to US 395, PM 18.29–18.31	Caltrans D9 recommendation	Reduce standing water on pavement and increase stability (reduce roll) of vehicles turning right from eastbound SR 168 to southbound US 395

Segment ID	Description	Planned or Programmed	Location	Source	Purpose
4	Construct two-lane conventional highway on new alignment adopted 08-20-1970 by the California Highway Commission	planned	US 395 to White Mountain Road, PM 18.3–30.5	Caltrans D9 recommendation	Reduce grade steepness, increase sight distance, provide continuous standard width lanes and shoulders, increase bicyclist, pedestrian, and motor-vehicle driver comfort
4	Improve vertical alignment (Increase focal length of roadbed dips)	planned	3.94 miles east of Death Valley Road to 6.29 miles west of Westgard Pass Summit, PM 24.75–25.85	Caltrans D9 recommendation	Increase motor-vehicle driver comfort

DRAFT

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Segment ID	Location	Project		
		Description	Source	Purpose
1	Where Needed	Widen shoulders to a minimum of 5 feet	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use
2	West Line Street Road Diet	Re-allocation of space	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use
2	South See Vee Lane/SR 168	Signalization	Caltrans District 9	Create protected turn movements
3	SR 168 ADA project	Upgrade ADA devices along route to current standards	Caltrans District 9	State Mandate Accommodate bicyclists, pedestrians, and enhance multi-modal use
4	Length of segment	Widen shoulders to a minimum of 5 feet	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use
5	Maintenance of existing facility	Widen shoulders to a minimum of 5 feet	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use

APPENDIX

APPENDIX A GLOSSARY OF TERMS AND ACRONYMS

Acronyms and Abbreviations

AADT—Annual Average Daily Traffic
 ADA—Americans with Disabilities Act of 1990
 ADT—Average Daily Traffic
 APCD—Air Pollution Control District
 BLM—United States Bureau of Land Management
 BY—Base Year
 Caltrans—California Department of Transportation
 C&G—curb and gutter
 CDP—Census Defined Place
 CEQA—California Environmental Quality Act
 CSS—Context Sensitive Solutions
 ESTA—Eastern Sierra Transit Authority
 FEMA—Federal Emergency Management Agency
 FHWA—Federal Highway Administration
 HMA—Hot Mix Asphalt
 HCM—Highway Capacity Manual
 HY—Horizon Year
 INF—Inyo National Forest
 Iny—Inyo (County)
 ITS—Intelligent Transportation System
 LOS—Level of Service
 LTC—Local Transportation Commission
 N—north
 NE—northeast
 NF—National Forest
 NW—northwest
 PID—Project Initiation Document
 PM—Post Mile
 PSR—Project Study Report
 RTP—Regional Transportation Plan
 RTIP—Regional Transportation Improvement Program
 RTPA—Regional Transportation Planning Agencies
 S—south
 SE—southeast
 SHOPP—State Highway Operation Protection Program
 SR—California State Sign Route
 STAA—Surface Transportation Assistance Act
 STIP—State Transportation Improvement Program
 SW—southwest
 TCR—Transportation Concept Report

Glossary

AADT – Annual Average Daily Traffic is the total bi-directional traffic volume on a route or route segment for a year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments either stationary or moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables, when present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

Base year – The year that the most current data is available to the districts is the base year. In this report, the year is 2013.

Bikeway Class I (Bike Path) – Bikeways completely separated from motor vehicle traffic on the same state highway with minimal stops required for bicyclists/pedestrians to accommodate traffic cross flow.

Bikeway Class II (Bike Lane) – A striped lane for one-way bike travel on a street or highway

Bikeway Class III (Bike Route) – Provides shared use by bicyclists, pedestrians, and motor vehicles when designated by “Bike Route” signs or permanent markings

Bikeway Class IV (Separated Bikeway) – A Class IV bikeway is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions

Capital Facility Concept – The twenty-year (Horizon Year) vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle/pedestrian/transit facility, grade separation, and new managed lanes

Class I two-lane highway – Generally, Class I is assigned to two-lane highways that are major intercity routes, primary connectors or major traffic generators, daily commuter routes, or major links in state and national highway networks.

Class II two-lane highway – Class II is assigned to two-lane highways functioning as access routes to Class I facilities; serve as scenic or recreational routes, and not as primary arterials, or pass through rugged terrain where high-speed operation would be impossible.

Class III two-lane highway – Class III two-lane highways serve moderately developed areas. Class III may be a segment of a highway that passes through small towns or developed recreational areas and is surrounded by Class I and/or Class II segments.

Concept LOS – The minimum acceptable LOS over the next 20 years

Conventional – The designation of a highway, undivided or divided, without access control except where justified at spot locations; at those locations access control measures, including grade separations, may be employed

Corridor – A corridor is a broad geographical band that follows a general directional flow connecting major sources of trips that may include a number of streets, highways, bicycle, pedestrian, and transit route alignments.

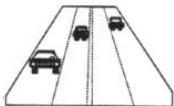
Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle/pedestrian/transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, and transportation demand/incident management.

Facility Type – The facility type describes the state highway facility type. The facility could be a freeway, expressway, conventional, or one-way city street.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in load handling capacity, weight, carloads, or truck volumes.

Horizon Year – The year that the future (20-25 years) data is based upon.

Level of Service (LOS) – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists. LOS is a function of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. There are six types of levels of service which are categorized as follows:



LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F is a stop and go, low-speed condition with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Mode – A mode is the means or structure used for movement or delivery of people or goods from one location to another over land or the sea and through the air and/or space.

Multi-modal – Transportation options using different modes within a system or corridor

Peak Hour – The hour of a day in which the maximum volume passes a point on the highway in a given direction

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment, it is generally between six percent and ten percent of the ADT.

Peak Period – Is a part of the day when traffic congestion on a road is at its highest. Typically, peak congestion occurs once in the morning and once in the evening at the time when most people commute. Peak Period is defined for individual routes, not a District or a statewide standard.

Planned Project – A planned improvement or action is a project in a fiscally constrained section of a long-term plan, such as an approved regional or metropolitan transportation plan (RTP or MTP), capital Improvement plan, or bond measure program.

Post Mile – A post mile is an identified point on the State Highway System. Post mile values increase from the beginning of a route within a county to the next county line and start over again at each county. Post mile values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The post mile at a given location will remain the same year-after-year. When a section of road is relocated, new post miles (noted with a pre-fix as either “R” or “M”) are established. If relocation results in a length change, “post mile equations” are introduced at the end of each relocated portion so that post miles on the remainder of the route within the county remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation – A route’s designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes the design standards should apply during project development and design. Typical designations include but not limited to, National Highway System (NHS), US Department of Defense Strategic Highway Network (STRAHNET), and US Forest Service Scenic Byway system.

Rural Area – Fewer than 5,000 in population defines a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Segment – A portion of a facility between two points.

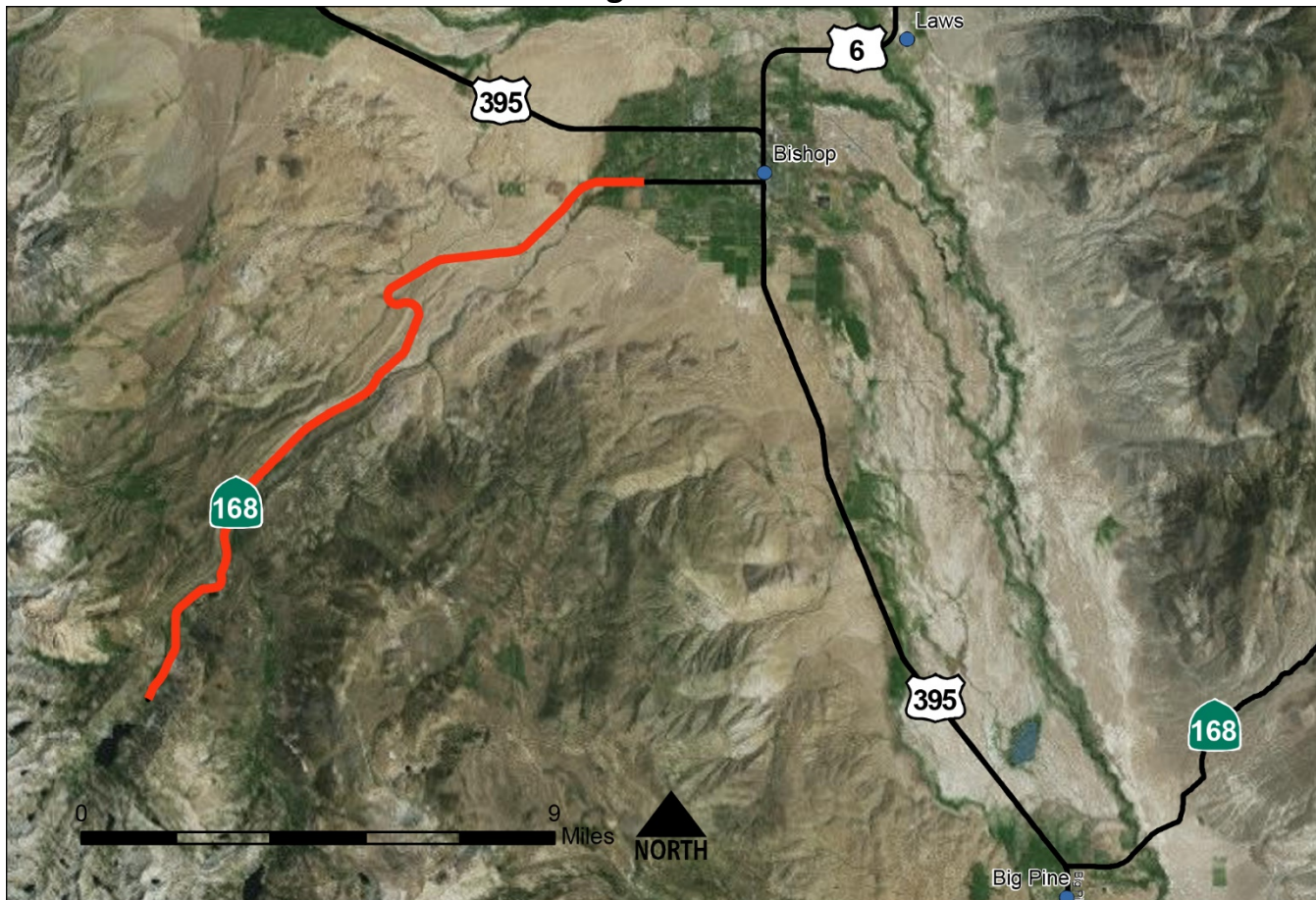
Surface Transportation Assistance Act – A federal act permitting a range of tractor-trailer combinations exceeding lengths otherwise not allowed on the highways of many states, including California, to use state highways or segments of state highways as long as location service needs are justified and federal and state minimum geometric highway design requirements are met

System Operations and Management Concept – Describe the system operations and management elements that may be needed within 20 years. This can include non-capacity-increasing operational improvements (auxiliary lanes, channelization, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. an HOV lane to a HOT lane), transportation demand management (TMS) including TMS field elements, and incident management.

Transportation Management System — Business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system are defined as a transportation management system (TMS). A TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure for integrated advanced transportation management systems and information systems, and for electronic toll-collection systems.

Vehicle Miles Travelled – The total number of miles travelled by motor vehicles on a road segment.

APPENDIX B
FACTSHEETS
Segment 1:



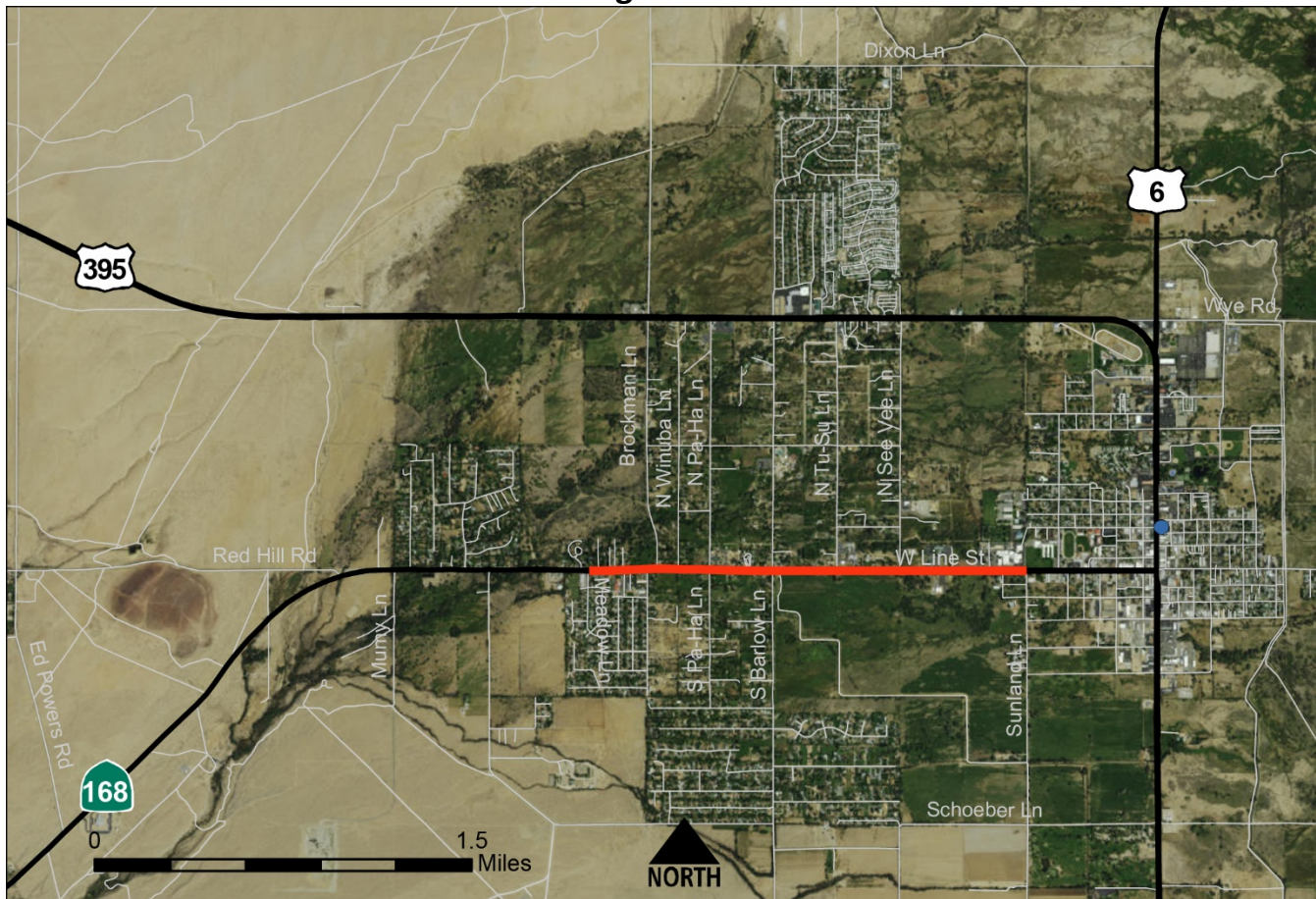
North end of Inyo-County-maintained Sabrina Road to Meadow Lane in West Bishop

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Widen shoulders to a minimum of 5 feet	Planned	Where Needed	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use	Long Term

Current Facility	2C	AADT	1,210	Truck AADT	27	Speed Limit	55,50,45
Concept Facility	2C	VMT	19,433	Truck % of AADT	2.2	Shoulder Width	2-8
Present LOS	A	Peak Hour VMT	2,800	ROW	80-416	Functional Classification	Major Collector

Segment 2:



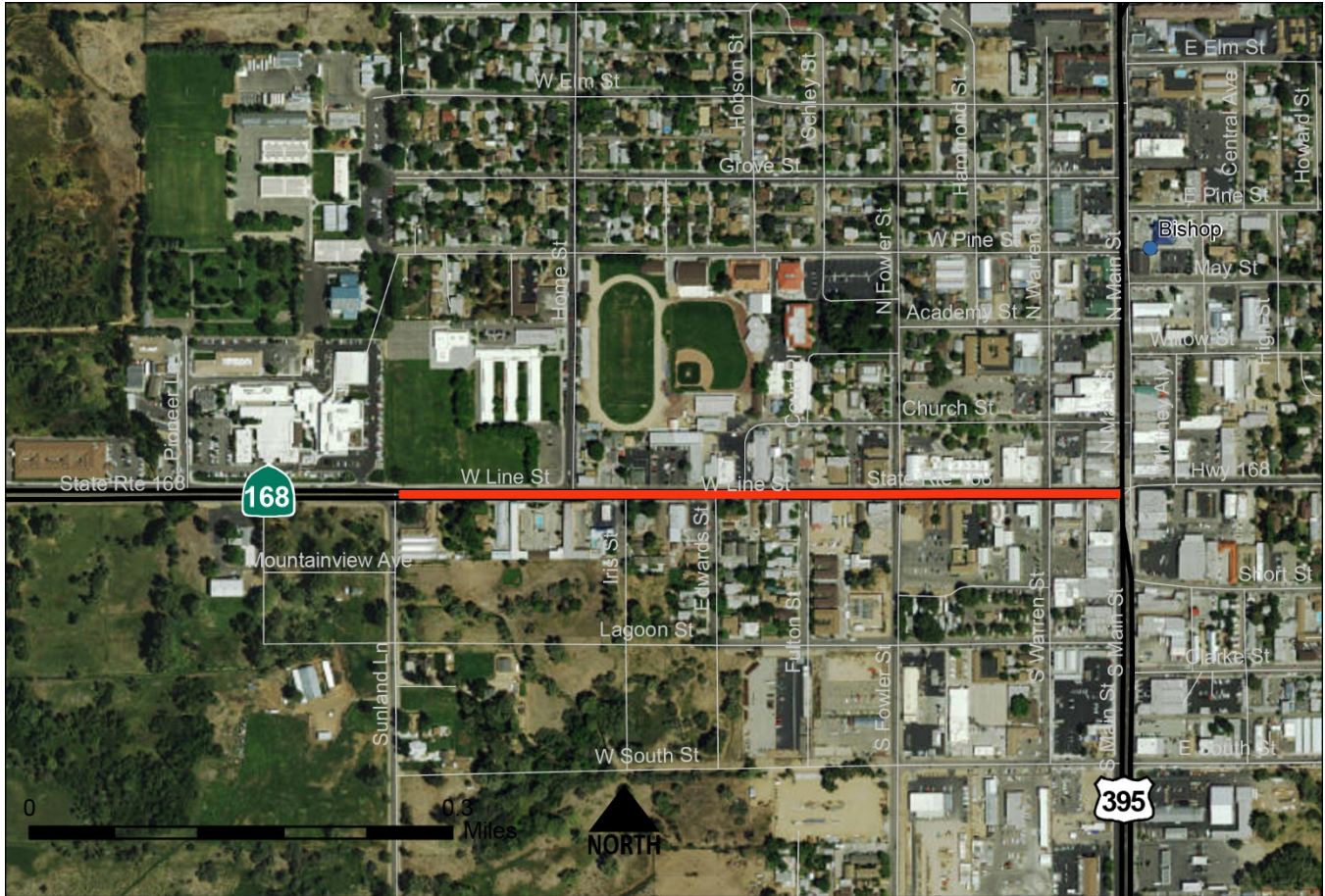
Meadow Lane in West Bishop to Sunland Drive, the west limit of Bishop on the south side of SR 168

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Re-allocation of space	planned	Line Street Road Diet	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use	Short Term
Signalization	planned	South See Vee Lane/SR 168	Caltrans District 9	Create protected turn movements	Short Term

Current Facility	2C	AADT	6,300	Truck AADT	270	Speed Limit	45,35
Concept Facility	2C	VMT	11,025	Truck % of AADT	4.29	Shoulder Width	4-8
Present LOS	A	Peak Hour VMT	1,100	ROW	69-100	Functional Classification	Major Collector

Segment 3:



Sunland Drive, the west limit of Bishop on the south side of SR 168, to US 395, Main Street in Bishop

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Upgrade ADA devices along route to current standards	Planned	SR 168 ADA project	Caltrans District 9	Statewide mandate	Short term

Current Facility	2C	AADT	7,690	Truck AADT	412	Speed Limit	35,25
Concept Facility	2C	VMT	3,845	Truck % of AADT	5.36	Shoulder Width	4-10
Present LOS	A	Peak Hour VMT	416	ROW	59-84	Functional Classification	Major Collector

Segment 4:



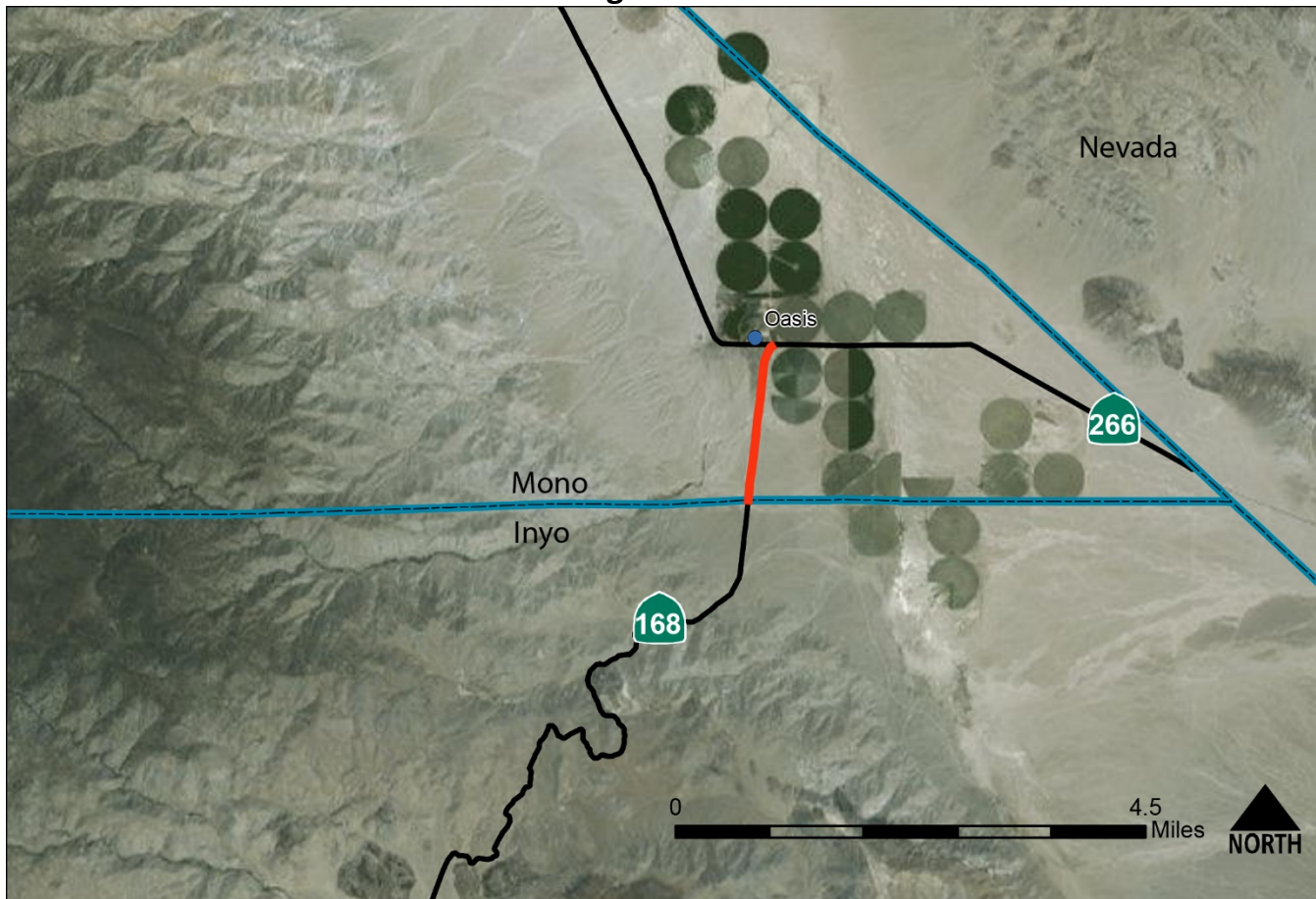
US 395, Main Street in Big Pine, to the Inyo-Mono county line

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Widen shoulders to a minimum of 5 feet	Planned	Length of segment	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use	Long term

Current Facility	2C	AADT	470	Truck AADT	53	Speed Limit	55,65
Concept Facility	2C	VMT	17,099	Truck % of AADT	11.3	Shoulder Width	1-4
Present LOS	A	Peak Hour VMT	2,582	ROW	38-304	Functional Classification	Minor Arterial

Segment 5:



Inyo-Mono county line to SR 266 at the Oasis Ranch entrance in the Fish Lake Valley

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Widen shoulders to a minimum of 5 feet	Planned	Length of Segment	Caltrans District 9	Accommodate bicyclists, pedestrians, and enhance multi-modal use	Long Term

Current Facility	2C	AADT	230	Truck AADT	18	Speed Limit	55
Concept Facility	2C	VMT	334	Truck % of AADT	8	Shoulder Width	2-5
Present LOS	A	Peak Hour VMT	58	ROW	50-52	Functional Classification	Minor Arterial

APPENDIX C Resources

1. California Department of Transportation (Caltrans) Division of Research, Innovation, and System Information (DRISI) Traffic Accident Surveillance and Analysis System (TASAS) *Highway Sequence Listing (with cities) for District 09*, 08-05-2016
2. California Legislature, *California Streets and Highways Code, Sections 164.3, 164.18, and 263.7*
3. Federal Highway Administration, Office of Planning, Environment, and Health (HEP) *National Highway System: California (South)* map, 03-25-2015
4. Caltrans DRISI Highway System Engineering Branch *National Highway System (NHS)*
<http://dot.ca.gov/hq/tsip/hseb/nhs.html>
5. Caltrans, Division of Transportation Planning, Office of Multi-modal System Planning *Interregional Transportation Strategic Plan, Priority Interregional Facilities* map, June 2015
6. Caltrans, *California Road System (CRS) Maps 12M, 13M, 13M21, 13M22, and 14M* all dated 08-05-2011
7. United States Census Bureau *Urban and Rural Classification-Geography* July 27, 2015
<https://www.census.gov/geo/reference/urban-rural.html>
8. Caltrans Division of Transportation Planning *Regional Transportation Planning Contacts, May 12*
9. Caltrans Native American Liaison Branch *Native American Trust Land* map, *Caltrans District 9*, September, 2015
10. California Environmental Protection Agency Air Resources Board *California Map for Local Air District Websites*, September 13, 2016
11. Inyo County Planning Department *Inyo County General Plan Land Use and Conservation/Open Space Elements Diagram 28*, 01-16-2002 http://inyoplanning.org/general_plan/graphics/landuse/Diag28.pdf
12. Inyo County Planning Department *Inyo County General Plan Land Use and Conservation/Open Space Elements Diagram 27*, 01-16-2002 http://inyoplanning.org/general_plan/graphics/landuse/Diag27.pdf
13. The National Map Viewer <http://viewer.nationalmap.gov/viewer/>
14. Caltrans District 9 Office of System Planning *State Route 127 Transportation Concept Report, October 2011*
15. State of California Transportation Agency *Right of Way Map 08-SBd-127 1.7–2.2 Sheets 1 and 2 of 2*
16. Caltrans Digital Highway Inventory Photography Program (DHIPP) mapping for District 9
17. California Department of Public Works, Division of Highways Right of Way map *8-SBd-127 7.9–8.5, 02-1966*
18. Caltrans Photolog, Districts 8 and 9
19. Caltrans Traffic Census Program website tabs: truck, all, and peak hour traffic volumes
20. McTrans Moving Technology *HCS (Highway Capacity Software) 2010, Two Lane program*
21. Caltrans District 9 *Approved Project List*, September, 2016
22. State of California Business and Transportation Agency, Department of Transportation, Division of Operations, Office of Traffic Engineering *Speed Zone Survey, 09-Iny-168, Zone 9, pages 1–4*; dated 02-09-2010; *Zone 28*, dated 02-18-2010; *pages 1 and 2*; *ZONE 55, PM 2.00–13.00*, dated 02-23-2010; and *Zone 56, Iny PM 18.32– Mno PM 1.45*, dated 02-24-2010
23. Mono County Local Transportation Commission, Mono County Community Development Department, Town of Mammoth Lakes Community Development Department *Mono County Regional Transportation Plan, 2015 Update; Chapters 2, 4, and 8; Appendices D, G, and H*
http://www.monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/812/rtp_w-appdx_2015_final.pdf

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TEMPLATE RESOURCES

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Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: May 8, 2017

FROM: Garrett Higerd, County Engineer

SUBJECT: Update on Mono County Transportation Projects

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

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION:

Status of current projects.

Update on transportation funding legislation roll-out. Excerpts from "Transportation Deal Explained" Webinar prepared by CSAC and given Friday, April 28, 2017. For more information see: <http://www.counties.org/csac-webinar-library>

Projects Underway

<u>PROJECT</u>	<u>DESIGN FEATURES</u>	<u>STATUS</u>
2017 Pavement Preservation Project – North Shore Drive, Highlands, Airport Aprons	This project will provide pavement preservation based on the Pavement Management System.	Out to bid. Partially funded with \$122k carried forward from the June Lake Streets Rehabilitation Project, the June Lake Highlands Zone of Benefit, and the Airport Enterprise Fund. Completion is expected in late 2017.
Lower Rock Creek Road Emergency Wash-out Repairs (Caltrans Emergency Relief w/ 11.47% RSTP match?)	Make permanent repairs to edge of asphalt, shoulders, and roadside ditches eroded during winter storms.	Project scope and eligibility for Emergency Relief (ER) funding are still being determined. Project could be in the \$0.5M range and a funding source for the 11.47% local match has not been identified. NEPA will be required.
Systemic Safety Analysis Report (SSARP)	This project will inventory and assess Mono County's roadside safety and guardrail systems, striping, pavement markings, retroreflective signage and identify opportunities to improve multi-modal safety and strengthen future Highway Safety Improvement Program (HSIP) grant applications.	This \$45,000 grant has been allocated. The project requires a 10% local match (\$5,000) which can be met with in-house labor contributions. A consultant team is being procured to assist us in collecting data for and preparing this report. Completion is expected in late 2017.

Programmed Projects

<u>PROJECT</u>	<u>DESIGN FEATURES</u>	<u>STATUS</u>
2018 Pavement Preservation Project (STIP)	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1.15M) is programmed for construction in FY 2018/19.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1.273M) is programmed for construction in FY 2020/21.

Potential Future Projects (in no particular order)

POTENTIAL PROJECTS	DESIGN FEATURES	STATUS/POTENTIAL FUNDING OPPORTUNITIES
Reds Meadow Road Rehabilitation	Reconstruct 8.3 miles of road and potentially widen the upper 2.5 miles to two lanes. Estimated at \$23.5M with an 11.47% local match. TOML lead applicant with support from INF, Mono, and Madera.	Federal Lands Access Program (FLAP) – Applications are due in May 2017. 11.47% local match is expected to come from a variety of sources including stakeholders, ESTA fares, state toll credits, and potentially STIP reserve shares.
Safety Improvements - Signage, striping, guardrail, rockfall, intersection, bike/ped, and calming	Locations to be determined by the SSARP report.	Highway Safety Improvement Program (HSIP). Data from the SSARP Report will be used to prepare Benefit/Cost Ratio analysis to identify competitive HSIP projects.
Eastside Lane Bridge Maintenance	Preserve existing bridge deck. Estimated at \$50,000	Road Fund as part of a Bridge Investment Credits (BIC) program. FHBP?
Cunningham Bridge Replacement/Rehabilitation	Replace or rehabilitate functionally obsolete wood truss bridge. Estimated at \$1.5M	Federal Highway Bridge Program (FHBP) w/ 11.47% Bridge Investment Credits (BIC) and/or STIP match?
June Lake Down Canyon Trail Project	June Lake Down Canyon trail, could be segmented into: <ul style="list-style-type: none"> • Gull Lake to June Mountain through campground • Lower part of Yost Lake trail through Double Eagle Resort to campground 	A consultant is preparing a Project Implementation Document (PID) with OWP funding. Construction could potentially be funded by ATP or Tourism/Recreation?
2019 Pavement Preservation Project	Perform preventative maintenance on roadways based upon Pavement Management System. Stripe and upgrade signage. Estimated at \$1.15M.	STIP
Antelope Valley Streets Rehabilitation	Rehabilitate 17.4 miles of roads. Stripe and upgrade signage. Est. at \$17M	STIP

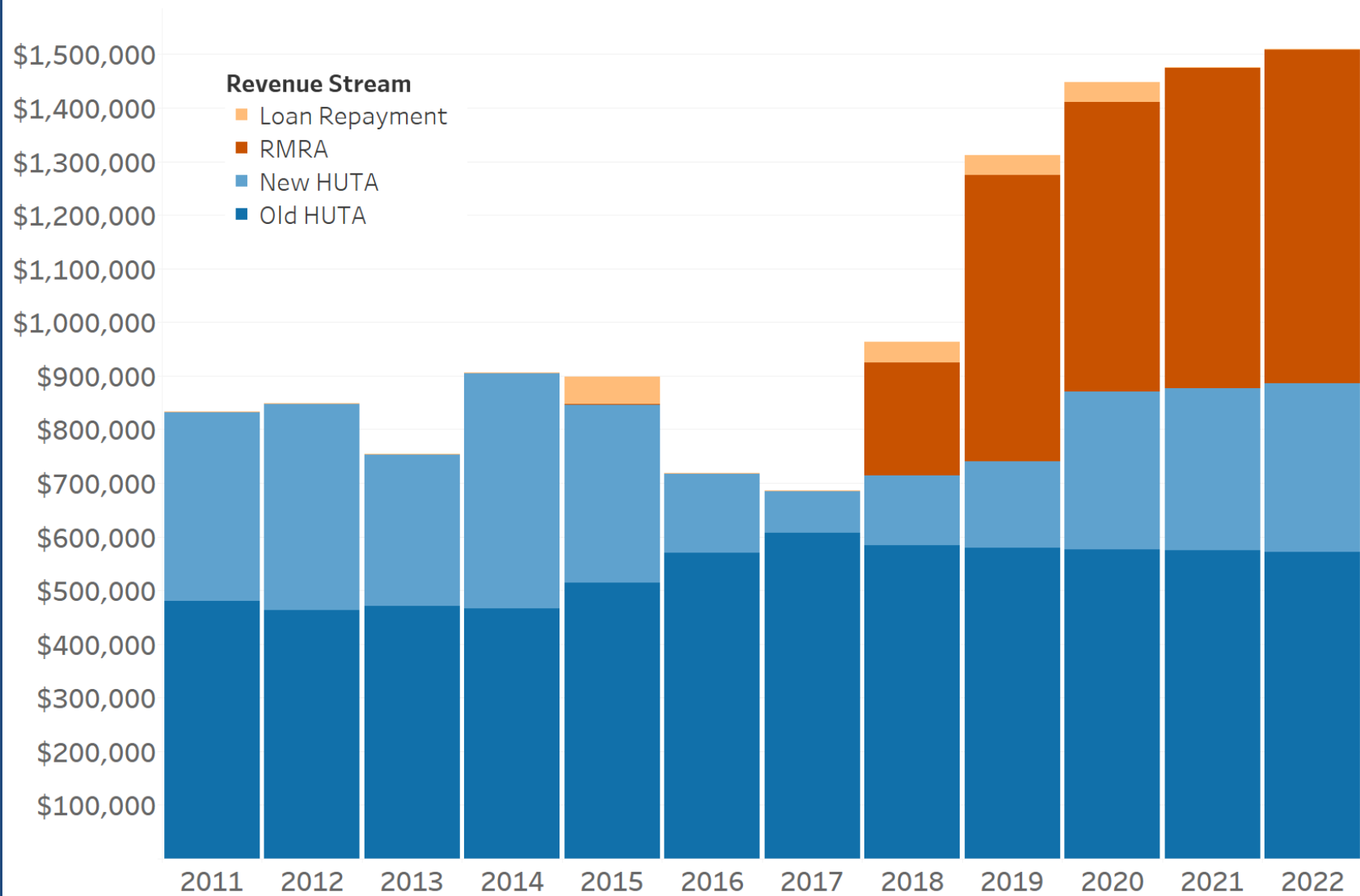
POTENTIAL PROJECTS	DESIGN FEATURES	STATUS/POTENTIAL FUNDING OPPORTUNITIES
Mono City Streets Rehabilitation	Rehabilitate 2 miles of roads. Stripe and upgrade signage. Potentially install traffic calming devices. Estimated at \$2M	STIP
Crowley Lake & Aspen Springs Streets Rehabilitation	Rehabilitate 3.14 miles of roads. Stripe and upgrade signage. Est. at \$3M	STIP
Safe Routes to School	<p>Bridgeport:</p> <ul style="list-style-type: none"> Installation of sidewalks on US 395 to close existing gaps, permanent bulb-outs and rectangular rapid flashing beacons at School Street crosswalk, seasonal bulb-outs at Sinclair Street and mid-block crosswalk location (which includes a pedestrian refuge), pedestrian-scale lighting, and speed limit radar feedback signs. Estimated at \$434K. <p>Chalfant:</p> <ul style="list-style-type: none"> Add pedestrian activated crossing light system at Highway 6 <p>Lee Vining:</p> <ul style="list-style-type: none"> Add pedestrian crossing improvements on US 395. 	<p>Active Transportation Program (ATP)?</p> <p>Bridgeport – The application submitted June 15, 2016 for Cycle 3 was not successful.</p> <p>Chalfant and Lee Vining did not qualify as a Disadvantaged Communities in cycle 3.</p>
Virginia Lakes Road Rehabilitation	Reconstruct 5.9 miles of road. Est. at \$6M with an 11.47% local match.	FLAP w/ STIP match?
McGee Creek Road Rehabilitation	Reconstruct 2.2 miles of road and potentially widen 0.5 miles to two lanes and add guardrails. Estimated at \$3M-\$5M with an 11.47% local match.	FLAP w/ STIP match?

POTENTIAL PROJECTS	DESIGN FEATURES	STATUS/POTENTIAL FUNDING OPPORTUNITIES
Twin Lakes Road Bicycle Lanes	Widen 13.5 miles of Twin Lakes Road to include two 4-foot bicycle lanes. Estimated at \$7M. Cost of environmental mitigation is unknown.	Federal Lands Access Program (FLAP) – w/ STIP match? Active Transportation Program (ATP)? Project is not likely to be competitive given the high cost of complying with CEQA/NEPA and wetlands permitting issues.
Owens Gorge Road Class 1 Bicycle Lane	Construct new 5.25 mile class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road. Estimated at \$2.5M.	ATP? Tourism/Recreation?

Which revenues flow to counties?

- Road Maintenance and Rehabilitation Account
 - New gas tax, transportation improvement fee, and part of diesel excise tax
- 50% state, 50% local
- Local share split evenly between cities and counties
- County revenues by SHC Section 2103 formula
 - 75% on registered vehicles; 25% on road mileage

County Highway User Revenue



Estimated County Highway User Tax Account Revenues - FY 2017-18					New Revenues - SB 1		
COUNTY	HUTA 2103	HUTA 2104	HUTA 2105	HUTA 2106	Loan Repayment	RMRA	TOTAL
ALAMEDA	\$4,070,514	\$13,678,745	\$6,326,644	\$329,479	\$1,163,261	\$5,862,836	\$31,431,477
ALPINE	\$78,317	\$229,860	\$113,847	\$22,216	\$22,381	\$112,801	\$579,422
AMADOR	\$373,460	\$661,419	\$499,104	\$157,798	\$106,726	\$537,901	\$2,336,409
BUTTE	\$1,332,051	\$2,516,405	\$1,780,195	\$348,568	\$380,670	\$1,918,578	\$8,276,467
CALAVERAS	\$570,086	\$946,434	\$761,881	\$256,141	\$162,918	\$821,106	\$3,518,566
COLUSA	\$447,283	\$608,668	\$597,762	\$94,250	\$127,823	\$644,229	\$2,520,015
CONTRA COSTA	\$3,399,208	\$10,980,268	\$5,296,466	\$746,973	\$971,417	\$4,895,942	\$26,290,275
DEL NORTE	\$232,690	\$319,754	\$310,975	\$91,064	\$66,498	\$335,148	\$1,356,128
EL DORADO	\$1,200,852	\$3,247,052	\$1,760,464	\$650,904	\$343,176	\$1,729,609	\$8,932,057
FRESNO	\$4,080,730	\$8,447,557	\$5,453,616	\$862,327	\$1,166,181	\$5,877,551	\$25,887,961
GLENN	\$542,869	\$738,269	\$725,507	\$109,226	\$155,140	\$781,904	\$3,052,914
HUMBOLDT	\$1,059,389	\$1,714,560	\$1,415,801	\$329,515	\$302,749	\$1,525,857	\$6,347,872
IMPERIAL	\$1,844,092	\$2,307,982	\$2,464,502	\$316,245	\$527,000	\$2,656,079	\$10,115,899
INYO	\$654,259	\$963,611	\$874,372	\$97,684	\$186,972	\$942,341	\$3,719,241
KERN	\$3,840,448	\$7,898,473	\$5,132,494	\$1,728,421	\$1,097,513	\$5,531,467	\$25,228,816
KINGS	\$804,444	\$1,199,250	\$1,075,084	\$167,885	\$229,892	\$1,158,655	\$4,635,211
LAKE	\$569,126	\$950,770	\$760,597	\$263,456	\$162,643	\$819,722	\$3,526,314
LASSEN	\$553,345	\$931,133	\$739,507	\$104,896	\$158,133	\$796,993	\$3,284,007
LOS ANGELES	\$24,594,585	\$82,269,792	\$38,080,812	\$2,047,354	\$7,028,577	\$35,424,029	\$189,445,150
MADERA	\$1,166,217	\$1,493,603	\$1,558,568	\$359,663	\$333,278	\$1,679,723	\$6,591,052
MARIN	\$924,205	\$2,578,978	\$1,275,654	\$245,529	\$264,117	\$1,331,149	\$6,619,631
MARIPOSA	\$364,993	\$549,052	\$487,789	\$109,322	\$104,307	\$525,707	\$2,141,170
MENDOCINO	\$852,578	\$1,301,069	\$1,139,412	\$325,074	\$243,648	\$1,227,984	\$5,089,765
MERCED	\$1,541,713	\$2,373,931	\$2,060,394	\$431,508	\$440,587	\$2,220,558	\$9,068,690
MODOC	\$534,496	\$846,905	\$714,317	\$51,684	\$152,747	\$769,844	\$3,069,993
MONO	\$395,834	\$754,188	\$529,005	\$26,477	\$113,120	\$570,127	\$2,388,751
MONTEREY	\$1,681,718	\$3,818,587	\$2,247,500	\$644,628	\$480,597	\$2,422,209	\$11,295,238
NAPA	\$650,906	\$1,549,121	\$869,890	\$262,708	\$186,014	\$937,511	\$4,456,150
NEVADA	\$666,594	\$1,654,149	\$890,857	\$257,856	\$190,498	\$960,107	\$4,620,061
ORANGE	\$8,398,147	\$29,335,719	\$13,479,052	\$509,106	\$2,400,001	\$12,096,005	\$66,218,029
PLACER	\$1,730,979	\$5,258,593	\$2,658,248	\$627,202	\$494,675	\$2,493,161	\$13,262,858
PLUMAS	\$439,711	\$1,147,294	\$587,643	\$123,262	\$125,659	\$633,324	\$3,056,894
RIVERSIDE	\$6,750,822	\$20,164,152	\$9,567,513	\$1,019,887	\$1,929,232	\$9,723,332	\$49,154,937

Estimated County Highway User Tax Account Revenues - FY 2017-18					New Revenues - SB 1		
COUNTY	HUTA 2103	HUTA 2104	HUTA 2105	HUTA 2106	Loan Repayment	RMRA	TOTAL
SACRAMENTO	\$5,020,475	\$13,957,953	\$7,086,322	\$1,732,324	\$1,434,738	\$7,231,081	\$36,462,893
SAN BENITO	\$377,374	\$683,384	\$504,335	\$124,917	\$107,845	\$543,539	\$2,341,395
SAN BERNARDINO	\$6,535,738	\$19,801,451	\$9,401,028	\$1,013,961	\$1,867,766	\$9,413,542	\$48,033,487
SAN DIEGO	\$9,407,835	\$30,141,692	\$14,272,588	\$1,460,153	\$2,688,547	\$13,550,277	\$71,521,093
SAN FRANCISCO	\$1,913,589	\$5,172,978	\$2,557,380	\$9,600	\$546,861	\$2,756,177	\$12,956,585
SF (City Portion)*	\$3,428,805	\$0	\$4,977,556	\$1,682,340	\$979,875	\$4,938,570	\$16,007,146
SAN JOAQUIN	\$2,715,601	\$6,737,278	\$3,629,214	\$643,366	\$776,057	\$3,911,330	\$18,412,846
SAN LUIS OBISPO	\$1,563,585	\$3,222,861	\$2,089,624	\$515,050	\$446,837	\$2,252,060	\$10,090,019
SAN MATEO	\$2,285,792	\$7,590,134	\$3,548,928	\$267,772	\$653,228	\$3,292,268	\$17,638,121
SANTA BARBARA	\$1,594,862	\$4,174,538	\$2,202,196	\$701,483	\$455,776	\$2,297,109	\$11,425,964
SANTA CLARA	\$5,113,806	\$17,101,142	\$7,830,577	\$237,036	\$1,461,410	\$7,365,507	\$39,109,480
SANTA CRUZ	\$1,054,437	\$2,765,782	\$1,488,304	\$529,566	\$301,334	\$1,518,726	\$7,658,149
SHASTA	\$1,231,014	\$2,504,775	\$1,645,165	\$325,199	\$351,796	\$1,773,052	\$7,831,002
SIERRA	\$213,574	\$428,053	\$285,428	\$29,038	\$61,035	\$307,615	\$1,324,743
SISKIYOU	\$881,988	\$1,636,044	\$1,178,717	\$165,676	\$252,052	\$1,270,344	\$5,384,822
SOLANO	\$1,478,380	\$4,251,512	\$1,992,297	\$159,759	\$422,488	\$2,129,337	\$10,433,772
SONOMA	\$2,219,485	\$5,505,715	\$2,966,190	\$760,143	\$634,279	\$3,196,765	\$15,282,577
STANISLAUS	\$2,181,844	\$5,087,178	\$2,915,884	\$532,023	\$623,522	\$3,142,549	\$14,482,999
SUTTER	\$671,734	\$1,075,446	\$897,726	\$152,968	\$191,966	\$967,510	\$3,957,350
TEHAMA	\$764,730	\$1,002,726	\$1,022,009	\$204,025	\$218,543	\$1,101,454	\$4,313,486
TRINITY	\$409,514	\$767,518	\$547,287	\$83,577	\$117,030	\$589,831	\$2,514,758
TULARE	\$2,647,627	\$4,085,378	\$3,538,372	\$534,596	\$756,632	\$3,813,426	\$15,376,031
TUOLUMNE	\$534,987	\$1,053,050	\$714,973	\$259,187	\$152,887	\$770,551	\$3,485,635
VENTURA	\$2,579,195	\$8,274,607	\$3,967,845	\$510,852	\$737,076	\$3,714,862	\$19,784,437
YOLO	\$941,570	\$2,020,410	\$1,258,343	\$133,958	\$269,079	\$1,356,160	\$5,979,520
YUBA	\$535,603	\$795,053	\$715,797	\$216,542	\$153,063	\$771,439	\$3,187,497
TOTALS	\$134,649,805	\$363,272,000	\$195,469,556	\$26,703,422	\$38,479,875	\$193,938,570	\$952,513,227

* Add'l City Revenue	HUTA 2107	HUTA 2107.5
San Francisco City	\$6,506,811	\$20,000

What county projects are eligible?

- Road Maintenance and Rehabilitation Funding
“shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.”
Streets and Highways Code Section 2030(a)

Eligible projects cont.

- Eligible projects include, *but are not limited to*:
 - road maintenance and rehabilitation;
 - safety projects;
 - railroad grade separations;
 - complete street components, including active transportation, bike/ped, transit facilities, drainage, and stormwater capture projects;
 - traffic control devices;
 - match for state/federal funds for eligible projects.
- *Streets and Highways Code Section 2030(b)*



Caltrans

DISTRICT 9

Mono County Projects

Quarterly Report

May 2017

For project specific questions, please contact the appropriate Project Manager.

Project Phase Acronyms:

ENV – Environmental

CON – Construction

SHOPP – State Highway Operation and Protection Program



Project Name:	Sonora Jct Shoulders	EA# 36800
Location:	MNO 395 PM 91.6/93.7	
Description:	Widen shoulders	
Project Cost:	\$6,000,000	
Current Phase:	PID	
ENV	Expected Completion date	TBD
CON	Expected Begin date	TBD
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Virginia Creek Shoulders	EA# 36940
Location:	MNO 395 PM 69.6 / 71.9	
Description:	Widen Shoulders	
Project Cost:	\$3,800,000	
Current Phase:	PID	
ENV	Expected Completion date	TBD
CON	Expected Begin date	TBD
Project Manager:		



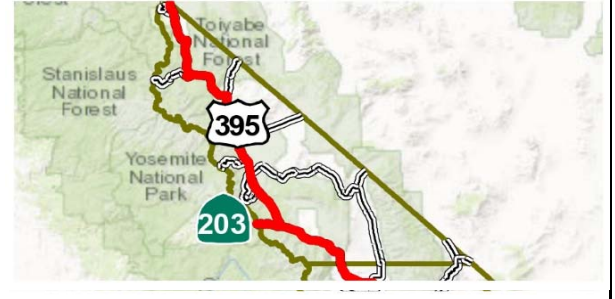
Project Name:	Walker Canyon CAPM	EA# TBD
Location:	MNO 395 PM 93.0 / 106.3	
Description:	CAPM	
Project Cost:	\$7,200,000	
Current Phase:	PID	
ENV	Expected Completion date	TBD
CON	Expected Begin date	TBD
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	District 9 End Treatments	EA# 36770
Location:	MNO Various	
Description:	Remove & replace end treatments, guardrail, & delineators	
Project Cost:	\$1,250,000	
Current Phase:	PID	
ENV	Expected Completion date	Winter 2019
CON	Expected Begin date	Summer 2021
Project Manager:	Dennee Alcala	760-872-0767



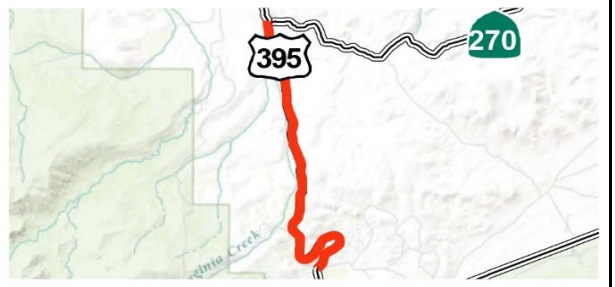
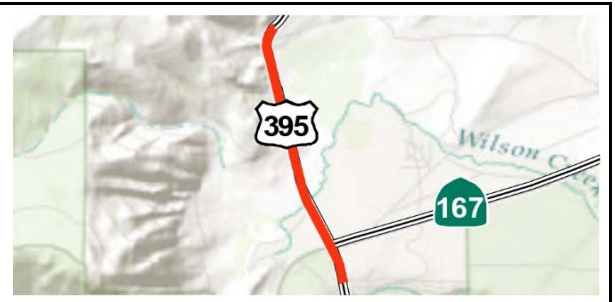
Project Name:	Mono Chain Up Areas	EA# 36660
Location:	MNO 395 Various	
Description:	Construct new chain up areas and lengthen existing .	
Project Cost:	\$7,025,000	
Current Phase:	PID	
ENV	Expected Completion date	Winter 2019
CON	Expected Begin date	Summer 2021
Project Manager:	Dennee Alcala	760-872-0767



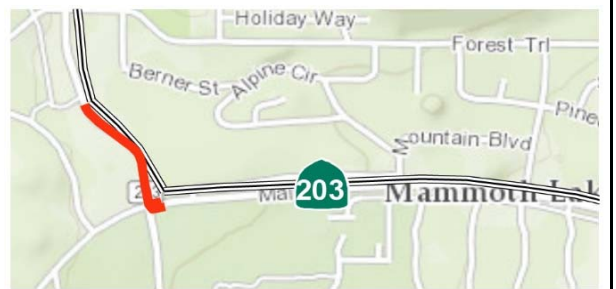
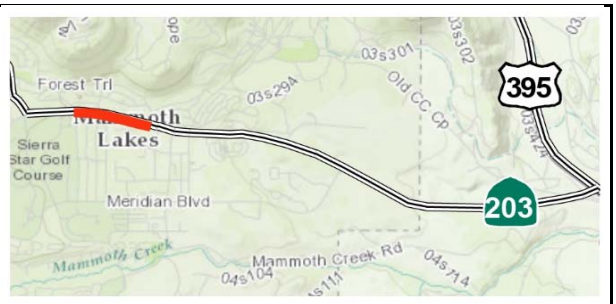
Project Name:	Mono Mitigation Bank	EA# 36670
Location:	MNO Various	
Description:	Purchase riparian & wetland mitigation credits.	
Project Cost:	\$2,000,000	
Current Phase:	PID	
ENV	Expected Completion date	Spring 2020
CON	Expected Begin date	Winter 2022
Project Manager:	Dennee Alcala	760-872-0767



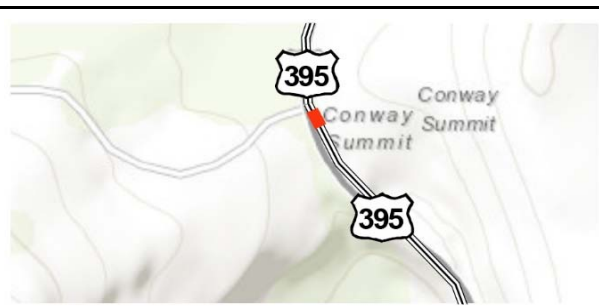
Project Name:	Conway Ranch Shoulders	EA# 36640
Location:	MNO 395 PM 57.9/60.0	
Description:	Widen shoulders to 8 feet	
Project Cost:	\$3,500,000	
Current Phase:	PID	
ENV	Expected Completion date	Spring 2020
CON	Expected Begin date	Fall 2022
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Deadman CAPM	EA# 36650
Location:	MNO 395 PM 36.1/40.1	
Description:	Cold in-place recycle pavement strategy	
Project Cost:	\$2,500,000	
Current Phase:	PID	
ENV	Expected Completion date	Fall 2018
CON	Expected Begin date	Spring 2020
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Buckeye CAPM	EA# 36630
Location:	MNO 395 PM 77.0/80.5	
Description:	Cold in-place recycle pavement strategy	
Project Cost:	\$1,800,000	
Current Phase:	PID	
ENV	Expected Completion date	Winter 2019
CON	Expected Begin date	Fall 2020
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Conway Guardrail	EA# 36470
Location:	MNO 395 PM 60.0/69.9	
Description:	Remove existing guardrail and install Guardrail.	
Project Cost:	\$2,600,000	
Current Phase:	PID	
ENV	Expected Completion date	Summer 2017
CON	Expected Begin date	Spring 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	North Sherwin Shoulders	EA# 36070
Location:	MNO 395 PM 6.8/9.9	
Description:	Widen shoulders to 10 feet just South of Toms Place.	
Project Cost:	\$13,700,000	
Current Phase:	PID	
ENV	Expected Completion date	Summer 2018
CON	Expected Begin date	TBD
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Lee Vining ADA	EA# 36550
Location:	MNO 395 PM 51.1/51.7	
Description:	Reconstruct curb ramps, driveway & repair sidewalk.	
Project Cost:	\$1,500,000	
Current Phase:	PID	
ENV	Expected Completion date	Summer 2017
CON	Expected Begin date	Spring 2020
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Lower Main Street Sidewalks	EA# 36690
Location:	MNO 203 PM 5.1/5.6	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$2,200,000	
Current Phase:	PID	
ENV	Expected Completion date	TBD
CON	Expected Begin date	TBD
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Sheep Ranch Shoulders	EA# 35080
Location:	MNO 395 PM 80.5/84.3	
Description:	Add 8 foot shoulders and treat 4 rockfall locations.	
Project Cost:	\$16,574,000	
Current Phase:	Design	
ENV	100% Complete	Spring 2015
CON	Expected Begin date	Summer 2017
Project Manager:	Dennee Alcala	760-872-0767
Project Name:	Aspen-Fales Shoulder Widening	EA# 34940
Location:	MNO 395 PM 88.4/91.6	
Description:	Widen shoulders to 8 feet, install rumble strip.	
Project Cost:	\$7,925,000	
Current Phase:	Environmental	
ENV	Expected Completion date	Spring 2017
CON	Expected Begin date	Spring 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	W. Minaret	EA# 36530
Location:	MNO 203 PM 4.6/4.8	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$700,000	
Current Phase:	Design	
ENV	100% Complete	1/3/2017
CON	Expected Begin date	Summer 2017
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	McNally Shoulders	EA# 36460
Location:	MNO 6 PM 0.0/0.8	
Description:	Widen shoulders to 8 feet.	
Project Cost:	\$3,800,000	
Current Phase:	Design	
ENV	100% Complete	9/26/2016
CON	Expected Begin date	Spring 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	N. Main St. Sidewalk & Safety Project	EA# 36480
Location:	MNO 203 PM 4.8/5.3	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$2,200,000	
Current Phase:	Design	
ENV	100% Complete	2/25/2016
CON	Expected Begin date	Summer 2017
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Virginia Lakes Turn Pocket	EA# 36420
Location:	MNO 395 PM 63.5	
Description:	Widen shoulders & construct a NB left turn pocket.	
Project Cost:	\$1,000,000	
Current Phase:	Design	
ENV	100% Complete	12/21/2016
CON	Expected Begin date	Summer 2017
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Little Walker Shoulders	EA# 35780
Location:	MNO 395 PM 93.4/95.7	
Description:	Widen shoulders from 2 to 8 feet, install rumble strip.	
Project Cost:	\$7,859,000	
Current Phase:	Design	
ENV	100% Complete	Summer 2015
CON	Expected Begin date	Summer 2018
Project Manager:	Dennee Alcala	760-872-0767



Project Name:	Inyo/Mono Rumblestrips & Signs	EA# 31660
Location:	MNO Various	
Description:	Install signs and rumble strip at numerous locations.	
Project Cost:	\$917,000	
Current Phase:	Construction	
ENV	Expected Completion date	Spring 2016
CON	Expected Begin date	May-17
Project Manager:	Dennee Alcala	760-872-0767



Project Name:	Green Lakes CAPM	EA# 36060
Location:	MNO 395 PM 69.8/76.0	
Description:	Rehabilitate pavement.	
Project Cost:	\$6,132,000	
Current Phase:	Construction	
ENV	100% Complete	Summer 2014
CON	Expected completion date	Summer 2017
Project Manager:	Dennee Alcala	760-872-0767



Project Name:	Walker CAPM	EA# 36430
Location:	MNO 395 PM 106.3/120.5	
Description:	Cold in-place recycle pavement strategy, Walker to NV.	
Project Cost:	\$14,300,000	
Current Phase:	Construction	
ENV	100% Complete	2/25/2015
CON	Expected completion date	Spring 2017
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Inyo/Mono Bridge Transition Rail	EA# 35690
Location:	MNO Various	
Description:	Upgrade barrier approach rail.	
Project Cost:	\$4,119,000	
Current Phase:	Construction	
ENV	100% Complete	Winter 2013
CON	Expected completion date	August 2017
Project Manager:	Dennee Alcala	760-872-0767



Project Name:	Crestview Maintenance Truck Shed	EA# 35560
Location:	MNO 395 PM 34.1	
Description:	A new truck shed at the Crestview MS.	
Project Cost:	\$2,200,000	
Current Phase:	Construction	
ENV	100% Complete	10/31/2012
CON	Expected completion date	Spring 2017
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Lee Vining Rockfall	EA# 33500
Location:	MNO 395 PM 52.1/53.7	
Description:	Mitigate Mono Lake rockfall.	
Project Cost:	\$10,626,000	
Current Phase:	Construction	
ENV	100% Complete	Summer 2013
CON	Expected completion date	Winter 2020
Project Manager:	Dennee Alcala	760-872-0767



Project Name:	Lee Vining Truck Shed Remodel	EA# 35240
Location:	MNO 395 PM 51.5	
Description:	Remodel Truck Shed at the Lee Vining MS.	
Project Cost:	\$700,000	
Current Phase:	Construction	
ENV	100% Complete	9/4/2013
CON	100% Complete	8/8/2016
Project Manager:	Brian McElwain	Ph# 760-872-4361

