

Mono County Local Transportation Commission

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AGENDA

April 9, 2018 – 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**
 - A. Approve minutes of March 12, 2018 – **p. 1**
4. **PUBLIC HEARING: Unmet Transit Needs.** Receive input & testimony from public and 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**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Unmet transit needs expectations
 - B. Recent accidents on US 395 south of Bridgeport (*staff*): Discuss & provide any desired direction to staff – **p. 13**
 - C. LTC audit 2016-17 (*Megan Mahaffey*) – **p. 14**
 - D. Annual LTF estimate from auditor-controller (*Megan Mahaffey*)
 - E. Overall Work Program (OWP) 2018-19 (*Gerry Le Francois*) – **p. 19**
 - F. Adopt Resolution R18-03 amending the 2018 Regional Transportation Improvement Program (*Gerry Le Francois*) – **p. 65**
7. **ADMINISTRATION**
 - A. Resolutions for Commissioner Larry Johnston & Executive Director Scott Burns – **p. 69**
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 - B. Yosemite Area Regional Transportation System (YARTS)
9. **CALTRANS**
 - A. Traffic operations concerns in Mono County (*Caltrans staff*)
 - B. Activities in Mono County & pertinent statewide information
10. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes (*verbal*)
 - B. Mono County (*verbal*)
 - C. Caltrans – **p. 76**

More on back...

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

11. **INFORMATIONAL:** No items

12. **UPCOMING AGENDA ITEMS**

13. **ADJOURN** to May 14, 2018

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

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

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DRAFT MINUTES

March 12, 2018

COUNTY COMMISSIONERS: Fred Stump, Stacy Corless, John Peters

TOWN COMMISSIONERS: Sandy Hogan, John Wentworth, Shields Richardson

COUNTY STAFF: Gerry Le Francois, Wendy Sugimura, Michael Draper, Garrett Higerd, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Ryan Dermody, Austin West

ESTA: John Helm

-
1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Wentworth 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 flag.
 2. **PUBLIC COMMENT:** None
 3. **MINUTES**
 - A. Approve minutes of December 11, 2017, (Hogan, Peters, Stump, Wentworth) as amended: Commissioner reports, Wentworth, Town also got ~~fire~~ **CPAW (Community Planning Assistance for Wildfire)** grant out of Montana; Item 6A, fourth graph, Turnaround at bottom of residential Red Fir Road had real concerns **that never materialized.** (Hogan/Peters. Ayes: 4. Absent Richardson & Corless.)
 - B. Approve minutes of January 29, 2018 (*no February meeting*) as amended: Commissioner reports, Richardson, First time **regional** director visited; Wentworth, Met with USDA **rural development. Political emphasis. Item 9B, YARTS,** Short-range transit **planning** is big deal. (Hogan/Corless. Ayes: 5. Abstain due to absence: Peters.)
 4. **COMMISSIONER REPORTS: Stump, Hogan, Richardson:** None. **Corless:** She and Supervisor Bob Gardner met with Sen. Kamala Harris' staff, presentation from rural development innovation center. Potential opportunities in transportation. **Peters:** Attended CSAC meetings in Sacramento, Keeler center with Corless. Town Hall meeting at Walker April 11 at 6 pm. **Wentworth:** He and Hogan attended mobility committee meeting of Planning & Economic Development Commission for Walk, Bike, Ride. Town/Mono position for transportation resources not named.
 5. **LOCAL TRANSPORTATION**
 - A. **Proposition 68: California Clean Water & Safe Parks Act:** Gerry Le Francois cited Wentworth for requesting this item. Dollars to agencies, including Sierra Nevada Conservancy (SNC), Wildlife Conservation Board. Looking at wildlife crossing issue. Past letters supporting SB 1. LTC has discretion to be sponsor.
Hogan: Where might we fit? Lot of water stuff. Le Francois: Habitat conservation and connectivity, urban focus. SNC now looking at \$500 mil for projects in Sierra. Town is watershed. Nexus with trails. Helpful to list endorsers.
Richardson: Advocate better than 3% of moneys.
Stump: Moneys from 2014 not being expended. LADWP already indicated not allow ranchers water to irrigate, negative impact on sage grouse habitat. Taking 1,600 acre-feet out of Mono Basin acreage. If entity owns big piece of property, destroying environment.
Corless: Mono Supervisors endorsed Prop. 68.
Wentworth: Start where can start, continue to advocate. Every little step adds up.

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

Peters: Lahontan and drainage out of Walker tributaries. Ranchers trying to leverage \$8 mil available through sage grouse restoration project. Regionally, may see greater deliverable on dollars if get on board. Add LTC voice to Supervisors.

Stump: Obtain funding dedicated to local needs. Lack of funding to Sierra as whole in State water.

MOTION: Endorse Proposition 68 as part of strategic endeavor to bring resources to region constituents. (Corless/Peters. Ayes: All.)

Hogan: Northern counties in Cascades? Constantly have to bring up Eastern Sierra at YARTS. Corless: Northern counties lacked support of Prop 68, against CDFW funding. Wildlife Conservation Board. Dam removals, not good relationship with state agencies. Oppose across board something that could potentially reduce local control of land in their counties. Stump: Eastern Sierra not just Mono.

B. OWP Amendment 02 to 2017-18: Megan Mahaffey described amendment to adjust what thought vs. actual. Trails and asset management system. Wrapped up quarter management plan. Administrative change only.

Le Francois: Consultant in June area.

Wentworth: Meeting with Margie DeRose on spending money this year. Get progress report.

MOTION: Adopt Amendment 02 to the Mono County Overall Work Program 2017-18 that includes minor adjustments to the language of the OWP as well as budget adjustments based on expenditures made to date and anticipated expenditures for the remainder of the year. (Corless/Richardson. Ayes: All.)

C. OWP timeline for adoption of 2018-19 draft: Megan Mahaffey stated Caltrans has draft of complete timeline. No additions to table of contents.

Hogan: Alt fueling stations are Tesla only. Need \$200 adaptor.

Stump: Propriety fueling stations. Tesla funded many. Elon Musk noted Tesla hanging on by skin of teeth. Weakness of electric vehicles is differing technology. As move forward, need to insist on rounded system.

Green: Installing chargers from SB 1, already funded.

Hogan: Legal way to resolve.

Green: Close gaps by making 50-mi intervals. Mammoth Lakes to Topaz no logical point on Caltrans property.

Stump: Similar to internet project. Getting all covered takes time. Tesla supports only Tesla. Would not drive electric vehicle as supervisor en route to meetings.

Green: Caltrans not want to get into business, helping plant seeds, up to private industry. Thirty sites in California, six in Eastern Sierra.

Next step? Peters: Bridgeport project by Edison. Entities like that natural to create opportunity.

Green: Sites funded by feds, cannot charge for power in locations. Free power now.

Wentworth: When back to LTC? Next month, adoption in May.

6. ADMINISTRATION

A. Social Services Transportation Advisory Council (SSTAC) members: Michael Draper noted advisory group has staggered appointments. MMSA (Mammoth Mountain Ski Area) designee Findley Torrence accepted. Peters: Espinoza is director of senior center in Walker, involved in many community issues.

Draper: Next month public hearing joint meeting SSTAC. Outreach to RPAC communities.

Hogan: Findley moving into transportation? GD: Oversees transportation for MMSA.

Stump: Constituents in District 2 said things brought up, never acted on. Not reasonable to meet. What's the point? Perfunctory check off box, show up, request, get told it's unreasonable to meet. People quit showing up, making comments. Maybe change what's reasonable and what's not. Bureaucratic bottlenecks.

Le Francois: LTC used to devote money to road repair. When do that, must look at transit so not totally focused on roads. Last time LTC took TDA (Transportation Development Act) funds was under Rich Boardman. Every year unmet needs process is typically status quo. Not sure need it from legal standpoint.

Wentworth: Allocate dollars to proposals, or moneys coming out of general budget? Le Francois: LTC has policy on providing new service.

Wentworth: Set reasonable expectations for certain number of dollars to be allocated. People going through exercise with no funding. Hogan: More of communication problem. Stump: Frustration problem, not communication. ESTA presents list of needs; if not reasonable, just fall off. E.g., fifth-day coverage in Walker not reasonable. Gave extra money after people came to LTC. ESTA has limited money, but perfunctory purpose that never results in change. Why keep doing it? RPACs differ across county. Antelope Valley activity significantly greater than District 2. Maybe make optional?

Helm: Regular requirement to make sure no unmet needs exist before spending money on roads. ESTA met RPACs each spring. Antelope Valley wanted Friday service, went away in recession. Request for Friday service, LTC provided service. If not meet State's criteria for unmet needs, LTC can act to provide services.

Wentworth: Effort provides service needs to LTC. Disconnect. Some resources to address as needs come up. Have staff come back with tweaks on expectation.

Hogan: ESTA was new. Opportunity for pilots, knowing risk. No guarantees. Explain at RPAC level.

Le Francois: Matrix of needs, look at criteria.

Peters: Maybe expand to include when Red Line service changed. Valuable tool even though not result in funding. Need came out, important to outreach. Maybe on Mono website. Prioritize to make it ongoing throughout year.

MOTION: Reappoint MMSA designee, IMACA, etc. 2) Staff review. stated expectations in light of tech advice to LTC, expand expectations that time is valued and useful. (*Wentworth/Stump. Ayes: All.*)

B. Partnership with federal agencies: Wentworth: Town hopes to identify date of action on shared position. Housing, broadband, etc.

Corless: Mono Supervisors gave direction to spend \$50,000 for recreational partnership with USFS. Wentworth: Agreement not need formal signature.

C. Commissioner Larry Johnston appreciation: Defer to next month. Johnston was also CDD staff member as well as LTC. Caltrans has some things, will send draft.

D. Resolution for retired executive director Scott Burns: LTC was semi-defunct when Scott Burns arrived, got nasty letter from State. CDD took it on eventually. Walkable communities always important to LTC. Three main folks got MOU process off in 1999.

Wentworth: Bring back next meeting.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **LCTOP (Low-Carbon Transit Operations Program) grant:** John Helm described past efforts. Proposing to pool funds with Inyo over four years to launch electric Dial-A-Ride vehicle in Bishop.

Wentworth: Walk/Bike/Ride interested in how transit works in Lakes Basin in future. How to pilot electrical vehicle. Helm: Direction CA going is only electric in near future.

Wentworth: Get aware of opportunities of cap and trade into Basin.

Helm: LCTOP is based on population. Wentworth: Visitor population much greater than resident. Start thinking of impacts of tourism and how get resources over here.

MOTION: Adopt Resolution R18-02 approving \$43,304 for expansion of Mammoth Express & Lone Pine Express fixed-route services, reduce pass prices on Mammoth Express, purchase electric vehicle, & authorize ESTA's executive director to complete & execute all documents for the LCTOP submittal, allocation requests, and required reporting (*Hogan/Peters. Ayes: All.*)

2. **2016-17 ESTA audit:** John Helm noted information only.

Problems due to multijurisdictional nature? Helm: Challenge is understanding multi nature. No other issues Inyo or Mono direct involvement? Helm: Inyo auditor/controller office

Hogan: Other contract entities involved? Yes.

3. **ESTA rolling stock modification:** John Helm cited Prop 1B program moneys for transit \$183,000 for Mono buses. Thought two cutaway buses best. But expanded service on 395 routes, lots of mile on those buses. Based on that, recommend purchase bigger buses.

Staying within funding, changing bus types? Yes.

MOTION: Approve PTMISEA rolling stock modification (*Hogan/Corless. Ayes: All.*)

B. Yosemite Area Regional Transportation System (YARTS): Michael Draper noted intro to consultant on Short-Range Transit Plan. Outreach, get to Eastern Sierra.

Hogan: Supervisors met last Friday, minus Corless and Gardner. Short notice does not work. Appoint AAC (Authority Advisory Committee) member. Start with last major chapter on government financing with checklist of what's been done. Big unanswered questions. The AAC has 16-17 members, Mariposa Supervisor Rose Marie. AAC used to rubber stamp, want working groups now.

Hogan: Need Eastside working group. Trend toward information giving. Stress using working groups to be prepared to discuss.

Corless: Will ask Cindy Kelly about Eastside meeting with consultants. Present to LTC at least once. Surveys on SR 120 as well as SR 140.

Stump: Bottleneck due to rock slide, strange highway to survey.

Hogan: Consultant is familiar with ESTA, knows of our area. Get RPAC feedback.

Wentworth: Tie in with Town. Draper: Request for data needs by Town.

Wentworth: AAC get in touch with Town. Significant trove of data by end of summer. Surveys on federal lands is tricky. Make sure consultant understands.

Hogan: Surveys conducted on bus, not federal land.

Stump: Thanked Hogan for long-term involvement with AAC. Valuable perspective.

Wentworth: Eastside v. Westside pressure. Keep discussions going.

--- BREAK ---

8. CALTRANS

A. Activities in Mono County & pertinent statewide information: Brent Green announced new administration next November, director from District 11. Of 18,000 staff 12,000 could retire within five years. Succession planning includes backfill, a lot of change. Delivery of SB 1 is priority. Legislation takes long time. Special signage this summer. Deliver in 10-yr window: to Caltrans, "deliver" means taking to construction. To lay person, means driving on it. Do what makes sense as a project. Redoing fair and good pavement, terminology being worked out.

MOU projects discussed at CTC townhall. CTC staff said Mono held best-run town hall. Partnerships, claimed Le Francois. Ribbon at Freeman Gulch-1 (FG-1) soon. Kern COG priorities different from Eastern Sierra. All funding in Eastern Kern on FG 1-3, District 9 invests more money. Meeting with COG to show investments on SR 14 and other Eastern Kern projects. Northern Mono projects may involve two to three closures. Almost all are SB 1 SHOPP (State Highway Operation & Protection Program) projects.

Hogan: Maybe fatalities in BP area, keep in mind.

Gardner: Freight study consultant to next LTC for update. Findings not what he anticipated.

Stump: Chalfant left turn on US 6? Green: Top priority to design right now.

Hogan: Explain "delivery" and SB 1 to RPACs. So many steps to get to construction.

Higerd: SB 1 funded project ready: fog seal and striping. CTC requests next budget cycle projects by May 1. Public Works (PW) has five-year road CIP (Capital Improvement Program) proposals to submit. Updating engineering website. Statewide website includes Caltrans and local agency SB 1 projects. Antelope Valley town hall will be outreached by PW. SB 68 is legislative proactive step to support SB 1. On November ballot. LTC letter of support next meeting.

Peters: Dedicate 40% of SB 1 to transportation projects.

West: Working in town on Minaret sidewalk project for ATP (Active Transportation Program) funding, out in several months. Received extra resources for District 9 bike/pedestrian plan. Unsure if hire consultants. Verify assets, coordinate with respective counties to trade GIS data, incorporate local docs in next couple months.

Stump: Allow Caltrans to look at State funding to get bikes off major highways. Lower Rock Creek connection to Tom's Place.

West: Purpose is to incorporate on-highway and off-highway to target for improvements. Could be local assistance project as well as Caltrans.

Wentworth: Analysis of eBikes? Town and MMSA (Mammoth Mountain Ski Area) doing eBike maps. How to integrate policies. State and federal considerations. Draft of Town's policy soon.

Peters: Concern of CHP for driver frustration/safety aspect of construction. Divert traffic to SR 182? Keep available route through communities wide open and accessible during summer tourist months, not encourage people to skirt towns. Who drives that process? *Emergency closures/detours.*

Green: Short construction window is frustrating. 20-min closure might sound long, but duration could be shortened by 30-min delays.

Peters: Awareness factor. CHP concerned for safety of construction crews.

Wentworth: Prop 68 on ballot. Staff advise LTC of endorsement. Call Caltrans about visitation traffic. D395 (digital 395) could be candidate for significant carbon reduction, signature project to bring resources from State.

Dutton: Reds Meadow road programmed for construction.

9. INFORMATIONAL: No items

10. **UPCOMING AGENDA ITEMS:** 1) Winter debrief; 2) Johnston & Burns resolutions; 3) OWP 2018-19; 4) quarterly reports; 5) Prop 68; 6) unmet needs expectations; 7) future legislative platform (commissioners not staff can lobby); 8) info materials to RPACs on SB 1

11. **ADJOURN** at 11:22 a.m. to April 9, 2018

Prepared by CD Ritter, LTC secretary

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Staff Report

April 9, 2018

TO: Mono County Local Transportation Commission

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

SUBJECT: 2018-19 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 9, 2018, 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 #1⁶). The SSTAC is jointly hosting this public hearing in order to provide direct input to the commission.

Before August 2018, 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) meetings in Antelope Valley, Bridgeport Valley, June Lake, and Mono Basin 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.

7
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 2018-19 to date

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238

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

- A. The social services transportation advisory council shall consist of the following members:
- 1) One representative of potential transit users who is 60 years of age or older.
 - 2) One representative of potential transit users who is handicapped.
 - 3) Two representatives of the local social services providers for seniors, including one representative of a social services transportation provider, if one exists.
 - 4) Two representatives of local social services providers for the handicapped, including one representative of a social services transportation provider, if one exists.
 - 5) One representative of a local social services provider for persons of limited means.
 - 6) Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
 - 7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).
- B. Members of the social services transportation advisory council shall be appointed by the transportation planning agency, which shall recruit candidates for appointment from a broad representation of social services and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.
- C. The social services transportation advisory council shall have the following responsibilities:
- 1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
 - 2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
 - 3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.
- D. It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

2018-2019 Social Services Transportation Advisory Council Roster

Name	Term Exp.
Molly DesBaillets, Mono County First 5	2019
Jon Robertson, ESTA, CTSA	2019
John Helm, ESTA, CTSA	2019
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2020
Laurel Martin, Finance Director, Disabled Sports, Eastern Sierra	2020
Kathy Peterson, Mono County Social Services Director	2020
Rick Franz, Transportation Planner, Caltrans	2020
Mammoth Mountain Ski Area Transportation Designee, Finlay Torrance	2021
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2021
IMACA – Charles Broten	2021
Pat Espinosa, Mono County Social Services	2021

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:

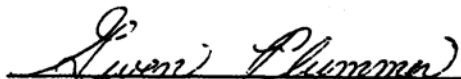
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2018-19

QUALIFYING UNMET NEEDS

QUALIFYING UNMET NEEDS				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	A second bus opportunity traveling to and from Reno. (MB)	This is a request for a service expansion and could be for obtaining necessities of life. It could qualify as an unmet need.	Not clearly defined that this request is necessary to obtain basic necessities of life. Existing weekday service could provide that.	Doubling the frequency on the Reno route would more than double the required matching funds due to anticipated lower ridership on 2 nd run. Est. additional \$130,000 per year required match.
2.	Additional seasonal summer service on weekends. (BP)	This is a request for a service expansion potentially pertaining to shopping for food or clothing, and social and recreational purposes.	It is not clear that this request is to obtain basic necessities of life. An example was mentioned of providing shuttle service to Bodie and other destinations from Bridgeport.	Service for 8 hours per weekend day for 12 weeks during the summer would cost approximately \$13,500 to operate.
3.	Seasonal summer service connections with Yosemite Area Regional Transit Service. (BP)	This is a request for a service expansion for the possible purpose of employment and social and recreational purposes.	At ESTA's current fare structure between Bridgeport and LV, 5 passengers per day would be required to meet the 10% farebox ratio.	Daily service to meet up with the YARTS morning run to Yosemite Valley would cost approximately \$13,000 to operate. If the afternoon YARTS trip was met with a bus to Bridgeport, the costs would double.
4.	Continue the June Lake Shuttle with the option of making it a demand-response service (Dial-A-Ride). (JL)	This is a request for a service that may pertain to obtaining necessities of life.	Community has provided the 10% of operating cost subsidy in the past. Could be reasonable with this match.	Cost is approximately \$25,000 for the summer season.
NOT CONSIDERED TO BE AN UNMET NEED				
	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
5.	Roadway improvements and/or bike lane or markings on Twin Lakes Road. (BP)	This is a request for non-transit related infrastructure, and therefore is not an unmet transit need.	Bicycle infrastructure is not considered a "transit" unmet need.	
6.	A request for written information about the Vanpool program was received. (MB)	This is not a request for transit service.	The request was met, materials have been provided.	

7.	Provide summer service from Bridgeport area to Bodie Hills. (BP)	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	NA	
8.	Provide seasonal summer service for Pacific Crest Trail hikers. (BP)	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	NA	
9.	Provide transit service in conjunction with programmed events. (BP)	This is a request for a service expansion.	The service may be unreasonable to meet because the service wouldn't necessarily provide access to the necessities of life.	
10.	Mammoth – June Shuttle question: who is supposed to be served by the winter shuttle, skiers or June Mountain employees? (JL)	This is not a request for transit service but may help clarify the purpose and need of this service.	NA	The June Mountain Shuttle in the winter months is a public, fixed route transit route. This service is made possible (financially) by June Mountain Ski Area, which has significant input on the design and timing of the route, although the route is available to the public.

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

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Bridgeport, CA 93517
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www.monocounty.ca.gov

Staff Report

April 9, 2018

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Recent accidents on US 395

RECOMMENDATION

Discussion and provide direction to staff regarding the recent accidents on US 395 south of Bridgeport

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

Commissioner Fred Stump requested LTC discuss this item and provide any desired direction to staff.

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Staff Report

April 9, 2018

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Mono County Accountant
SUBJECT: Mono County Local Transportation Commission Audit Report 2016-17

RECOMMENDATION

Receive and accept LTC audit report ending June 30, 2017

DISCUSSION

The 2016-17 audit was completed and submitted. Mono County was found to be in compliance with the Statutes, Rules and Regulations of the California Transportation Development Act. As part of obtaining reasonable assurance about whether the Mono County LTC's financial statements are free of material misstatement, Fechter and Company performed tests of its compliance with certain provisions of laws as well as tests to determine that allocations made and expenditures paid were done so in accordance with allocation instructions of the Commission and in conformance with California Transportation Development Act. Specifically, tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County LTC were performed. The Mono County LTC continues to have financial management and the 2016-17 audit contained no findings or recommendations for improvement. The annual audit is mandated, but also serves as a good management tool for the Local Transportation Commission and Local Transportation Commission staff.

If you have any specific questions, call Megan Mahaffey, 760-924-1836.

FISCAL IMPLICATIONS

N/A

ATTACHMENTS

- Letter to management
- Audit to be circulated at meeting



Craig R. Fechter, CPA, MST

REPORT ON COMPLIANCE OVER FINANCIAL REPORTING BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH THE STATUTES, RULES, AND REGULATIONS OF THE CALIFORNIA TRANSPORTATION DEVELOPMENT ACT AND THE ALLOCATION INSTRUCTIONS AND RESOLUTIONS OF THE TRANSPORTATION COMMISSION

Mono County Local Transportation Commission
Mammoth Lakes, California

We have audited the financial statements of the Mono County Local Transportation Commission as of and for the year ended June 30, 2017 and have issued our report thereon dated December 29, 2017. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Additionally, we performed tests to determine that allocations made and expenditures paid by the Mono County Local Transportation Commission were made in accordance with the allocation instructions and resolutions of the Commission and in conformance with the California Transportation Development Act. Specifically, we performed each of the specific tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County Local Transportation Commission.

In connection with our audit, nothing came to our attention that caused us to believe the Mono County Local Transportation Commission failed to comply with the Statutes, Rules, and Regulations of the California Transportation Development Act and the allocation instructions and resolutions of the Local Transportation Commission. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion.

Mono County Local Transportation Commission
Mammoth Lakes, California

This report is intended solely for the information and use of the County of Mono, the Mono County Local Transportation Commission, management, the California Department of Transportation, and the State Controller's Office and is not intended to be and should not be used by anyone other than these specified parties.

Fechter & Company, CPAs

A handwritten signature in black ink that reads "Fechter & Company, CPAs". The signature is written in a cursive, flowing style.

December 29, 2017
Sacramento, CA



Craig R. Fechter, CPA, MST

LETTER TO MANAGEMENT

Mono County Local Transportation Commission
Mammoth Lakes, California

In planning and performing our audit of the basic financial statements of the Mono County Local Transportation Commission for the year ended June 30, 2017, we considered its internal control structure in order to determine our auditing procedures for the purpose of expressing an opinion on the basic financial statements and not to provide assurance on the internal control structure. We also performed selected tests of compliance with certain provisions of laws, regulations, contracts and grant agreements.

Our consideration of the internal control would not necessarily disclose all matters in the internal control that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. However, we noted no matters involving the internal control and its operation that we consider to be material weaknesses as defined above.

We appreciate the cooperation of the management of the Mono County Local Transportation Commission and look forward to working with the Commission in the future.

Fechter & Company, CPAs

December 29, 2017
Sacramento, CA



**DEPARTMENT OF FINANCE
COUNTY OF MONO**

P.O. BOX 556, BRIDGEPORT, CALIFORNIA 93517
(760) 932-5490 • FAX (760) 932-5491

*Janet Dutcher, CPA, CGFM
Finance Director*

*Stephanie M. Butters
Assistant Finance Director
Auditor-Controller*

March 27, 2018

Mono County Local Transportation Commission
PO Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Division 3, Chapter 2, Transportation
Development, Article 3, Section 6620

Assuming there will be no unallocated funds as of June 30, 2018, the monies available for allocation by the Local Transportation Commission during Fiscal Year 2018-2019 are estimated to be \$617,259.

Please contact me if you require any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephanie M. Butters".

Stephanie M. Butters
Assistant Director of Finance

Cc: Wendy Sugimura
Megan Mahaffey

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Staff Report

April 9, 2018

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst
Gerry LeFrancois, Co-Executive Director

SUBJECT: 2018-19 Overall Work Program (OWP) draft for adoption

RECOMMENDATION

Provide direction to staff on 2018-19 OWP draft

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2018-19 draft was prepared by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and contains work elements that are projected to be active from July 1, 2018, to June 30, 2019. Meetings on the 2018-19 OWP began in February and will continue until a final draft is adopted in May and approved by Caltrans District 9.

Timeline:

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

ATTACHMENT

- 2018-19 OWP draft

Mono County Overall Work Program 2018-2019

Draft 2018/19 OWP

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OVERALL WORK PROGRAM**INTRODUCTION**

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

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

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for US 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant. It is expected that Hwy 6 will see an increase in truck traffic due to recent technology industry development in Nevada. This will continue to be a concern as both Benton and Chalfant have safety concerns with Hwy 6 being used for goods movement and community main streets.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The Wheeler Crest Community experienced a tragic wildfire event in February of 2015, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada. While the recession has resulted in less pressure from development, an economic recovery is anticipated, and needs to be considered in long-term planning efforts.

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

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an

increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

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

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

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA), which was established through a joint powers agreement between Inyo County, Mono County, Bishop and Mammoth Lakes in 2006, is the transit provider in Mono County. ESTA assumed summer shuttle service to the Reds Meadow / Devils Postpile and winter transit service from Mammoth Mountain within Mammoth Lakes several years ago. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern, Inyo and San Bernardino counties to improve the Hwy 14/395 Corridor and transit service to the south. Interregional transit service is provided between Carson-Reno and Lancaster via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining and enhancing interregional transit services to the Eastern Sierra.

PUBLIC PARTICIPATION

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

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

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town

Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

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

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

PLANNING EMPHASIS AREAS MAP 21 FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA addressed in the 2017-18 OWP where applicable, and are as follows:

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

WORK ELEMENT 100-12-0**AGENCY ADMINISTRATION AND MANAGEMENT****OBJECTIVE**

To provide management and administration of the Overall Work Program, conduct the day-to-day operations of the agency, and provide support to the Commission and its committees.

DISCUSSION

This element provides for the development and management of the Commission's Overall Work Program, coordination, preparation of the Commission's meeting agendas, and support for the agency's personnel management and operational needs.

PREVIOUS WORK

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

WORK ACTIVITY

		Responsible	Estimated Completion
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		Jan – Mar 2019
3.	Prepare draft and final 2017-18 Overall Work Program: work program amendments, agreements, and staff reports		As needed
4.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC		As needed
5.	Prepare agendas and staff reports for advisory Committees and the Commission		Monthly
6.	Prepare invoicing for Caltrans		Quarterly

END PRODUCTS

- FY 2018/2019 Overall Work Program Quarterly Reports, budget, and financial statements. Quarterly
- FY 2018/2019 Overall Work Program Amendments. As needed
- FY 2019/2020 Overall Work Program. March 2019 (draft) June 2019 (final)
- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE
RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

The purpose of this Work Element is to monitor and amend as needed, and submit the Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff.

DISCUSSION

The objectives of the RTP are to:

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

PREVIOUS WORK

A fully updated RTP, with certified Environmental Impact Report was adopted on Dec. 11, 2018. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into a RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2013 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2020
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2020
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County & Town	2018 - 2020

	Element of the General Plan & summary of TOML Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	2020
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County/Town	As Needed
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	2020
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2020
8.	Conduct supplemental environmental review if necessary	County	2020
9..	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	2020
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	2020
11.	File Notice of Determination	County LTC	2020

END PRODUCTS

The Regional Transportation Plan is required to be updated every four years, but there is a considerable amount of work to be done in the four-year cycle to ensure that the current RTP is being implemented across all agencies and that there is consistency between all related plans. As RTP work continues, minor amendments will be conducted as necessary and incorporated into the RTP as needed. RTP minor amendments will be considered as necessary to incorporate.

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 201-12-1**REGIONAL TRAILS****OBJECTIVE**

The goal of this Work Element is to develop, analyze, and coordinate trail alignments throughout Mono County and the Town of Mammoth Lakes.

DISCUSSION

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping, for the development and maintenance of a Web Application for the trails system. No Project Study Reports (PSRs) or Project Initiation Documents (PIDs) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. Preliminary work on the Down Canyon trail was started and will continue in support of a PID. A conceptual alignment has been made for June Lake Down Canyon trail.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	Ongoing
2.	Develop trails plans/concepts for trail system components county – wide.	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	Ongoing
5.	GIS Base mapping - inclusion of trails	County/Town	Ongoing
6.	Web Application Development for trails system	County/Town	Ongoing
7.	Trail Counter Data Management	County/Town	Ongoing
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails plan	County/Town	Ongoing
11.	Economic Impact Analysis	County/Town	Ongoing
12.	User demand and destination/origin Studies	County/Town	Ongoing
13.	Trailhead development studies	County/Town	Ongoing

END PRODUCTS

- Trail alignments and trailheads for future Project Study Reports and Project Initiation Documents
- Trail user counts and studies
- Economic impact analysis

Identification of pedestrian and non-motorized mobility improvements for future PSR's and PID's

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 202-16-1**REGIONAL TRANSPORTATION PLAN IMPLEMENTATION****OBJECTIVE**

This work element allows for tracking current legislation, ongoing evaluation of local transportation conditions/issues as well as consistently monitoring all regional transportation planning to ensure consistency with the most recently adopted Regional Transportation Plan.

DISCUSSION

Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities and current planning efforts. The purpose of this Work Element is to stay current on legislation and potential funding sources for implementation as well as review plans and environmental documents for impacts to and consistency with the Regional Transportation Plan, including Inyo Forest Plan Update, Federal Highways Long-Range Transportation Plan and the Bi-State Action Plan (sage grouse conservation plan).

PREVIOUS WORK

This is a new work element that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plan's and initiatives of other agencies related to transportation	County/Town	Ongoing
2.	Track transportation legislation and California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates and Bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and Bulletins	County/Town	Ongoing
5.	Transportation related public meetings and follow up	County/Town	Ongoing
6.	RTP integrating of TOML Mobility Element update	County/Town	Ongoing
7.	RTP / Housing Element coordination – RTP goes to a 4 year adoption cycle	County/Town	Ongoing

END PRODUCTS

- Consistency amongst regional plans and RTP
- Updated RTP – 4 year update cycle
- ESTA short range transit plan incorporation into RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			

TOTAL FUNDING			
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WORK ELEMENT 300-12-0**REGIONAL TRANSIT PLANNING AND COORDINATION****OBJECTIVE**

The purpose of this Work Element is to support and integrate the recent and ongoing planning efforts by ESTA and YARTS with the RTP and Mono County and Town planning processes. To review, plan for, and coordinate transit system capital improvements, including transit stops, vehicles, signage or other informational material as needed.

DISCUSSION

The Short-Range Transit Plan of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Efforts are also underway to update the Short-Range Transit Plan of YARTS. Significant coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling and signage improvements.

PREVIOUS WORK

This is an ongoing annual work element that helps identify areas that have unmet transit needs as well as ensure effectiveness of the regional transit system. Annual Seasonal Transit maps analysis, schedule and signage.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans	County, Town, LTC	12/31/2018
2.	Seasonal transit workshop	County, Town, LTC	12/31/2018 & 2/28/2019
3.	Identify & analyze winter route, schedule & signage changes (if any) for winter transit map	County, Town, LTC	9/31/2018
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	4/31/2019
5.	Collect transit needs for community	County, Town, LTC	2/30/2019
6.	Intelligent Transportation System Plan	ESTA, County	6/30/2019
7.	Transit grant reporting and management	County, Town	As needed

END PRODUCTS

- Identify unmet transit needs for annual Local Transportation Fund allocation in June
- Winter and summer transit map analysis and schedule development

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 501-15-0**AIRPORT PLANNING****OBJECTIVE**

The purpose of this work element is to incorporate ground access to airports and other related issues into local transportation planning efforts.

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, traffic management and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed. **Studies will serve to coordinate transit and travel efforts with other OWP work elements.**

PREVIOUS WORK

The Town and County have recently completed an Airport Layout Plan (ALP). There is a need to update access and compatibility plans for the area surrounding airports. The Town and County have begun working with FAA (Federal Aviation Administration) on the Airport Capital Improvement Program documents, which includes, among other things, a new three-gate terminal and additional aircraft parking apron for the Mammoth Yosemite airport. The FAA is currently reviewing conceptual project description and is determining whether the project will require a NEPA Environmental Assessment or an Environmental Impact Statement. All RPA funds will focus on land use and transportation planning at airport facilities.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to traffic management plan	Town, County	Ongoing
2.	Airport Capital Improvement Program documents	Town, County	Ongoing
3.	Airport Land Use Compatibility Plans	County	Ongoing
4.	Conceptual site planning and circulation layouts	Town, County	Ongoing
5.	Ground service demand and user studies	Town, County	Ongoing

END PRODUCTS

- Airport planning documents for airport facilities
- Conceptual land side circulation and layout designs
- User demand and use studies

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 600-12-0**REGIONAL TRANSPORTATION FUNDING****OBJECTIVE**

The purpose of this Work Element is to research funding sources for regional transportation efforts and gain grant funding for transportation planning and capital projects, including researching and applying for grants.

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. This work element is funded by either RPA or PPM funds depending on the level of detail of the funding source sought after for transportation planning or a transportation specific project.

PREVIOUS WORK

This work element has included pursuing a range of local, state and federal funding opportunities including:

- Community Based Transportation Planning Grant for district transportation planning;
- Active Transportation Program (ATP) funding
- Local Measures U and R to support transportation planning for capital improvements and programming; and

Administer and implement awarded grants as needed.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	RPA grant applications – transit, transportation planning or related environmental planning	Town, County & LTC	Ongoing
3.	PPM grant applications – project specific	Town, County & LTC	Ongoing
4.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
5.	Final deliverable(s)	Town, County & LTC	Ongoing

END PRODUCTS

- Identification of funding sources for Transportation related projects and planning
- Grant applications as appropriate

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			

TOTAL FUNDING**WORK ELEMENT 601-11-0****395 CORRIDOR MANAGEMENT PLAN****OBJECTIVE**

The goal of this Work Element is for the County and the Town to keep the Corridor Management Plan for US 395 up to date for implementation as funding becomes available.

DISCUSSION

This work effort started with the award of federal aid funding to develop a scenic byway corridor management plan along the US 395 corridor as part of the National Scenic Byways Program. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. The primary objectives of Corridor Management Plan are to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities. Included in the Corridor Management plan are the 395/6 Corridor Wi-Fi Plan and an alternative fueling station policy. In addition to promoting creation of Digital 395 capacities by Mono County residents, the 395/6 Wi-Fi plan develops and maintains digital infrastructure for convenient traveler use at key locations and enhance traveler safety, services, community facilities and interpretive information. The alternative fueling station policy guides and promotes Zero Emission Vehicles (ZEV) charging/fueling infrastructure.

PREVIOUS WORK

Past studies contributing to this plan include the Digital 395 project and environmental studies, Mono County Draft Communications Policy, Eastern Sierra Corridor Enhancement Program, Bridgeport Main Street Plan, Scenic Byway design studies, Coalition for Unified Recreation in the Eastern Sierra information kiosk plans, applicable Caltrans Intelligent Transportation System policies and studies, and plans of land management agencies.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
2.	Keep Digital 395 infrastructure, & other applicable service infrastructure for Corridor Management Plan up to date	County	Ongoing
3.	Keep interpretive opportunities via research & outreach to agencies, entities & interested parties including coordination with the concurrent SR 120 Scenic Byway Effort up to date	County	Ongoing
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints as needed	County	Ongoing

END PRODUCTS

- CMP Document
- US 395/6 Corridor Wi-Fi Plan

ONGOING TASKS

This is an ongoing RTP development work activity.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 614-15-2**ALTERNATIVE FUELING STATION CORRIDOR POLICY****OBJECTIVE**

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

DISCUSSION

The Town has installed Tesla charging stations at the Mammoth Park and Ride site. This has encouraged evaluation of installations in other areas of Mono County.

PREVIOUS WORK

Guidance for this effort has been established by local commission interest and state policy, including 2013 ZEV Action Plan: A Roadmap toward 1.5 Million Zero-emission Vehicles on California Roadways. There is currently a draft policy that will be reviewed and revised as needed.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1	Review adjacent County & agency policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	Ongoing
2.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors and regional attractions including Yosemite.	County	Ongoing
3.	Inventory & assess potential sites suitable for ZEV facilities	County	Ongoing
4.	Review California Building Codes & Cal Green for ZEV-ready standards. Consider special circumstances/needs related to regional attractions, such as Yosemite	County	Ongoing
5.	Identify permit streamlining & funding strategies for ZEV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Ongoing
6.	Revise draft & conduct applicable environmental planning review, draft policies with LDTAC, applicable RPACs & Planning Commission	County	As Needed
7.	Present final report for adoption by Board of Supervisors & acceptance by LTC, Revise draft & conduct applicable environmental planning review	County	As Needed

END PRODUCTS

- List of opportunities & constraints
- Inventory of potential sites for ZEV
- Draft goals, policy and standards
- Applicable environmental review

ONGOING TASKS

This will get rolled into Corridor Management plan once complete.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 616-15-0**COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT****OBJECTIVE**

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

DISCUSSION

There is an ongoing need to systematically assess emergency access needs in communities in Mono County. With the ongoing drought conditions, there is an increased need for hazard mitigation and to identify potential routes to accommodate these needs for unincorporated communities.

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	Summer 2018
2.	Review new access requirements of Cal Fire	County	Summer 2018
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	Summer 2018
4.	Consult with Caltrans, Cal Fire, fire protection districts & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP	County	Summer 2018
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access	County	Fall 2018
6.	Draft goals, policies & standards for community emergency access	County	Winter 2019

7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County	Winter 2019
8.	Revise draft & conduct applicable CEQA review	County	Spring 2019
9.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Spring 2019

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC
- Regional winter Response /Future needs assessment

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 617-15-0

COMMUNITY WAY-FINDING DESIGN STANDARDS

OBJECTIVE

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

DISCUSSION

A complete system is desired for unincorporated communities to enhance safety, promote economic development and tourism and support community trails and scenic byway initiatives. The Town of Mammoth Lakes has a way-finding program that provides consistency in trails as well as a record locator system for improved safety. This work element includes exploring cost effective ways to implement similar design standards across the region.

PREVIOUS WORK

Past contributing efforts include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and Standards, and community trails plans. Draft guidelines complete for both Town and County.

WORK ACTIVITY

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

END PRODUCTS

- Alternative Concepts
- Draft document
- Final report
- Adopted guidelines as needed

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	TOWN	COUNTY	TOTAL
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 700-12-0**REGIONAL PROJECT STUDY REPORTS****OBJECTIVE**

The purpose of this Work Element is to develop Project Study Reports (PSR) and Project Initiation Documents (PID), as a vehicle for determining the type and scope of project that will be developed to address deficiencies in the RTP.

DISCUSSION

Project Initiation Documents are planning documents used to determine the type and scope of a project. Project Study Reports are a type of PID document that include engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP. A PSR is a project initiation document which is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

The primary objectives of a PSR are to:

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

PREVIOUS WORK

Project Study Reports performed under this work element include:
Main Street Phase I through III, Lee Vining Airport, and Bryan Field

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete sighting, engineering, and technical studies to support the development of PSR's and PID's	Town, County	Project list of priorities	ongoing
4.	Conduct public outreach and research to support the development of PSR's and PID's			
5.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.
- Reports and studies to support document development
Public outreach and research to support document development

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) UPDATE

OBJECTIVE

The purpose of this Work Element is to keep an updated Regional Transportation Improvement Program.

DISCUSSION

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

The primary objectives of this work element are to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2020 RTIP
- Begin draft a 2020 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2018 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of the 2016 and 2018 RTIP,
- Consistency determination of the 2016 and 2018 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2016 and 2018 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2020 RTIP	LTC/Caltrans	as needed
3.	Monitor regional projects (MOU) for any necessary changes	LTC	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2020 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	12/18/19

END PRODUCTS

- Maintain 2018 RTIP for 2020 RTIP development and inclusion of TOML projects

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2018 RTIP and preparation and submittal of the 2020 RTIP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 800-12-1**INTERREGIONAL TRANSPORTATION PLANNING****OBJECTIVE**

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

DISCUSSION

This work element includes coordinating with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities. Interregional Transportation Planning includes:

- Attending meetings once a quarter or as needed;
- Updating MOUs as necessary;
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties;
- Attend RCTF meetings once a quarter & phone conferences as available;
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS; and
- Collaborative work with Inyo National Forest and Park Service for Reds Meadow Road.

PREVIOUS WORK

This work has included attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP. This Work Element ensures a continued regional approach to transportation planning in Mono County. Red's Meadow EIR complete and Feasibility in process.

WORK ACTIVITY

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

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including SB1 concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS
- Tour / itinerary with CTC & staff on successful regional projects and unique challenges in the eastern sierra;

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 803-13-1**MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING****OBJECTIVE**

The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes.

DISCUSSION

The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2019

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 804-15-1**COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS****OBJECTIVE**

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measure for application to neighborhoods and community areas. This work element is also to keep Town of Mammoth Lakes Road Standards up to date.

DISCUSSION

Adopted and maintained standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Town of Mammoth Lakes Mono County communities.

PRIOR WORK

Mono County Road Standards, Town of Mammoth Lakes Road Standards

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Summer 2019
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	Town, County	Ongoing
3.	Develop and maintain menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, Integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	Town, County	Update as needed
4.	Compile draft standards, Conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission, revise draft & conduct applicable CEQA review	Town, County	As needed
5.	Examine priorities & funding sources for traffic calming improvements	Town, County	As needed
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	Town, County	As needed

END PRODUCTS

- Community issues, opportunities & constraints
- Draft goals, menu, guidelines, standards, and workshop agendas
- Final Reports updated every two years

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 900-12-0**PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation.

DISCUSSION

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

The primary objectives of this work element are to:

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

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report
- North Village cut through Study

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
3.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
4..	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
5..	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town, County	6/30/19
6..	Street parking management studies.	Town, County	6/30/19
7..	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town, County	6/30/19

8.	Perform traffic volume, speed studies, turning movement studies, sight distance studies	LTC, County & Town	Ongoing
9.	Pedestrian user counts	LTC, County & Town	Ongoing
10.	Evaluate and analyze regulatory and warning sign issues	LTC, County & Town	Ongoing
11.	Assess planned improvements impacting transportation facilities for planning consistency	LTC, County & Town	Ongoing

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan
- Various transportation reports and studies to support planning efforts

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 902-12-2**REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT****OBJECTIVE**

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software, to support current monitoring and transportation planning activities.

PURPOSE

Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

PREVIOUS WORK

Annual purchase of equipment to replace old and/or damaged items.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/18
2.	Final Deliverable(s)	Town, County	6/30/18

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	TOWN	COUNTY	TOTAL
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 903-12-1
REGIONAL ASSET MANAGEMENT SYSTEM

OBJECTIVE

The purpose of this Work Element is to develop and maintain a GIS-based Infrastructure and Asset Management Program and associated data sets for County- and Town-maintained roads.

DISCUSSION

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

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

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

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. This program is being expanded to track all transportation assets including pavement condition index.

WORK ACTIVITY

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	Ongoing
2.	Develop & maintain pavement condition index data	County, Town	Ongoing
3.	Develop & maintain transportation asset data	County, Town	Ongoing
4.	Data collection & maintenance program	County, Town	Ongoing
5.	Data collection of accident reports	County, Town	Ongoing

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports
- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 908-14-1
REGIONAL MAINTENANCE MOU

PURPOSE

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	Ongoing
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	Ongoing
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	As needed
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	As needed
5.	Final deliverable(s)	LTC		As needed

PREVIOUS WORK

This is a Work Element created with the 2014-15 OWP. Mono County has made headway on a mutual Aid MOU with Caltrans. The Town of Mammoth Lakes had started conversations with regard to Caltrans responsibility for maintaining Town built assets. These conversations between Caltrans and the Town of Mammoth Lakes are headed toward an MOU and will serve as a model for Mono County.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 1000-12-0**TRANSPORTATION TRAINING AND DEVELOPMENT****OBJECTIVE**

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects.

DISCUSSION

In order to plan future projects staff must be up to date on the most current state and federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., SB1), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	SB1 training and implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/2018
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2018
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2018
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2018

END PRODUCTS

- Training documentation

ONGOING TASK

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

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING			
TOTAL FUNDING			

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
100-12-0: OWP Administration and Management			
1000-12-0: Transportation Training & Development			
200-12-0: Regional Transportation Plan			
201-12-1: Regional Trails			
202-16-1: Regional Transportation Plan Implementation			
300-12-0: Regional Transit Planning and Coordination			
501-15-0: Airport Planning			
600-12-0: Regional Transportation Funding			
601-11-0: 395 Corridor Management Plan			
614 -15-0: Alternative Fueling Station Corridor Policy			
615-15-0: Active Transportation Program (ATP)			
616-15-0: Community Emergency Access Route Assessment			
617-15-0: Community Way-Finding Design Standards			
800-12-1: Interregional Transportation Planning			
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation			
903-12-1: Regional Pavement & Asset Management System			
TOTALS			

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
200-12-0: Regional Transportation Plan			
201-12-1: Regional Trails			
202-16-1: Regional Transportation Plan Implementation			
300-12-0: Regional Transit Planning and Coordination			
302-12-4: Mammoth Transit HUB			
501-15-0: Airport Planning			
600-12-0: Regional Transportation Funding			
601-11-0: 395 Corridor Management Plan			
614 -15-0: Alternative Fueling Station Corridor Policy			
615-15-0: Active Transportation Program (ATP)			
616-15-0: Community Emergency Access Route Assessment			
617-15-0: Community Way-Finding Design Standards			
700-12-0: Regional Project Study Reports			
701-12-1 Regional Transportation Improvement Program(RTIP)			
800-12-1: Interregional Transportation Planning			
803-13-1 Mammoth Lakes Air Quality monitoring and planning			
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation			
902-12-2: Regional Transportation Data Collection			
903-12-1: Regional Pavement & Asset Management System			
908-14-1: Regional Maintenance MOU			
TOTALS			

APPENDIX C**LIST OF PLANS WITH DATES FOR UPDATE**

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 - 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		
Airport Safety Management System Plan	Town	New	As necessary	2015
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	201	2 years	2020 December
Regional Transportation Plan (RTP)/revised	LTC	2017	4 years	2021 Spring

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

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

LTC Staff Report

April 9, 2018

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: 2018 Regional Transportation Improvement Program (RTIP) amendment

RECOMMENDATIONS

Review changes to the 2018 RTIP, provide any desired direction to staff, and approve resolution R18-03

FISCAL IMPLICATIONS

The STIP funds local and regional transportation projects in Mono County. The proposed changes move two components to different fiscal years.

ENVIRONMENTAL COMPLIANCE

The adoption of the STIP is a statutory exemption under the California Environmental Quality Act (CEQA guideline section 15276(a)). Individual RTIP projects are subject to CEQA as part of future permitting and allocation of funds by the California Transportation Commission (CTC).

RTP / RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan. The reprogramming of the 2018 RTIP is consistent with the 2015 RTP.

DISCUSSION

Your commission adopted the 2018 Regional Transportation Program in December. This amendment, requested by Mono County Public Works, would move two different project components on Eastside Lane phase 1 rehab project into later fiscal years. Planning Approval / Environmental components move into the 2018-19 fiscal year and increase funding by \$10K. Plans, Specifications, and Estimates and Construction move into the 2019-20 fiscal year. Without this change, the project cannot be delivered as originally programmed. This is because the project will become federalized, which will add time for approvals on National Environmental Policy Act (NEPA) clearance. In addition, a request for allocation in existing fiscal year funding of \$150K in the countywide Preventive Maintenance Program can not be used on a new identified project in 2018 unless this project becomes federalized.

The second change is to reprogram existing year funding on the Route 203 W. Minaret Road Sidewalk and Safety project. This change is at the request of District 9 due to new capital oversight requirements. The Town of Mammoth Lakes has requested the following changes: ROW \$40K, CON \$475K, PA&ED \$25K, PS&E \$105K, ROW SUP \$85K, CON SUP \$45K, for a total \$775K in funding.

ATTACHMENTS

- Resolution R18-03 w/attachment

Mono County Local Transportation Commission

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

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

RESOLUTION R18-03

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION AMENDING THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, these amendments have been developed in accordance with the guidelines established by the California Transportation Commission, and

WHEREAS, the Eastside Lane phase 1 rehabilitation project (2655) will most likely be federalized, \$60K in funding for PA & ED is moved into FY 2018-19 and the remaining funding of \$1,125K will be moved to PS&E and CONST funding into FY 2019-20, and

WHEREAS, the Rt 203 W Minaret Road, sidewalk and safety project (2601) requires the moving of funds due to capital oversight needs as follows: \$40K to ROW, \$475K to CONST, \$25K to PA&ED, \$105 to PS&E, \$85K to ROW SUP, and \$45K to CON SUP for a total of \$775K, and

WHEREAS, this amendment and reprogramming of funds are consistent with the 2015 Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts this amendment to the 2018 Regional Transportation Improvement Program as shown in attachment 1.

PASSED AND ADOPTED on April 9, 2018, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

John Wentworth, Chair
Mono County Local Transportation Commission

Approved as to form:

Christy Milovich, Assistant County Counsel

ATTEST:

CD Ritter, Secretary

2018 STIP STAFF RECOMMENDATIONS - COUNTY SHARE

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Mono																				
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component						
								Prior	18-19	19-20	20-21	21-22	22-23	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Highway Projects:																				
Mono LTC		2003	Planning, programming, and monitoring			Aug-16	135	135	0	0	0	0	0	0	0	135	0	0	0	0
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (share w/Inyo)			Oct-16	8,982	1,380	0	7,602	0	0	0	0	950	6,844	0	250	180	758
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation (16S-17)			Delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				2,168	2,168	0	0	0	0	0	1,352	0	0	513	303	0	
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				500	0	500	0	0	0	0	0	500	0	0	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0	0	0	
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety				775-575	775-575	0	0	0	0	0	40	475-575	25	105	85	45	
Mono County	loc	2603	Airport Road, rehab				1,273	0	31	52	1,190	0	0	0	1,190	31	52	0	0	
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				1,150	150	1,000	0	0	0	0	0	1,000	50	100	0	0	
Mono LTC		2003	Planning, programming, and monitoring				270	135	135	0	0	0	0	0	270	0	0	0	0	
Subtotal, Highway Projects							15,363	4,853	1,666	7,654	1,190	0	0	2,302	10,514	391	915	483	758	
Bicycle and Pedestrian Projects:																				
Mammoth Lakes	loc	2642	Lower Main Street Sidewalk (16S-17)				2,610	2,610	0	0	0	0	0	0	2,610	0	0	0	0	
Subtotal, Bike & Ped Projects							2,610	2,610	0	0	0	0	0	0	2,610	0	0	0	0	
Total Programmed or Voted since July 1, 2016							17,973													
PROPOSED 2018 PROGRAMMING																				
Highway Project Proposals:																				
Mono LTC		2003	Planning, programming, and monitoring				-135	0	-135	0	0	0	0	0	-135	0	0	0	0	
Mono LTC		2003	Planning, programming, and monitoring				405	0	135	0	135	135	0	0	405	0	0	0	0	
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP) (10%)				-2,168	-2,168	0	0	0	0	0	-1,352	0	0	-513	-303	0	
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP) (10%)				15,043	4,498	0	0	0	10,545	0	2,480	9,560	937	731	350	985	
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				260	260	0	0	0	0	0	0	0	0	260	0	0	
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				-1,000	0	-1,000	0	0	0	0	0	-1,000	0	0	0	0	
Mono County	loc	2605	Eastside Lane, Phase 1, rehab				1360-1,150	0	60	1250	0	0	0	0	1,150	60	100	0	0	
Mono County	loc	2603	Airport Road, rehab				-1,273	0	-31	-52	-1,190	0	0	0	-1,190	-31	-52	0	0	
Mono County	loc	2603	Airport Road, rehab				1,566	0	31	135	1,400	0	0	25	1,400	31	110	0	0	
Mono County	loc	2656	Long Valley Streets, rehab			NEW	2,550	0	0	300	2,250	0	0	0	2,250	100	200	0	0	
Subtotal, Highway Proposals							16,398	2,590	150	383	2,595	10,680	0	1,153	12,440	1,037	736	47	985	
Total Proposed 2018 STIP Programming							16,398	2,590	150	383	2,595	10,680	0							

2018 STIP STAFF RECOMMENDATIONS - COUNTY SHARE

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Mono																	
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component				
								Prior	18-19	19-20	20-21	21-22	22-23	R/W	Const	E & P	PS&E
Notes: RTIP adopted on December 11, 2017. No changes to proposal.																	
Balance of STIP County Share, Mono																	
Total County Share, June 30, 2017							29,289										
Total Now Programmed or Voted Since July 1, 2016							17,973										
Unprogrammed Share Balance							11,316										
Share Balance Advanced or Overdrawn							0										
Proposed New Programming							16,398										
Minimum							4,765										
Target							19,562										
Maximum							23,324										
Under (Over) Target							3,164										
Proposed APDE							0										
Target							1,844										
Under (Over) Target							1,844										

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION RECOGNIZING COMMISSIONER LARRY JOHNSTON

WHEREAS, Larry served the Local Transportation Commission in three different capacities: first ,he was appointed to the Local Transportation Commission as a member of the public back in the 1990s when he had a private consulting business (L K Johnston & Associates); second, he was hired as a planner by Mono County and was a staff member to the Commission in the 2000s; and finally after his election to the Mono County Board of Supervisors, was appointed to the Commission starting in 2011; and

WHEREAS, Larry was passionate about many things, but in the transportation realm whether a staff member or commissioner, Larry was always pushing for multi-modal solutions and downplaying the automobile-centric nature of our streets and roads. He was advocating for Walkable Communities and Main Street principles in June Lake, Lee Vining, and Bridgeport, going so far as to spray paint various concepts on US 395 in Lee Vining reminding Caltrans, business owners, and anyone who would view it that paint can be used as a cheap implementation tool before permanent improvements are installed; and

WHEREAS, Larry wrote some of the initial bicycle and pedestrian plans for the Town of Mammoth Lakes soon after its incorporation and pursued and received funding to help build some of these first projects in Mammoth Lakes; and as a public member serving on the Commission back in the 1990s, Larry supported the development of a countywide Geographic Information System (GIS) program using Rural Planning Assistance (RPA) funds during the adoption of the Overall Work Program (OWP), commenting that “Mono County needed to join the 20th century”; and

WHEREAS, Larry was constantly promoting our Memorandum of Understanding (MOU) projects on State Route 14 and US 395 corridors with Inyo County LTC, Kern Council of Governments, Caltrans District 9, and Caltrans District 6, recognizing that these capital-intensive projects are too expensive for any one agency to construct and was always willing to travel and present our Regional Transportation Improvement Program (RTIP) before the California Transportation Commission as an elected official; and

NOW, THEREFORE, BE IT RESOLVED that the Local Transportation Commission will remember Larry’s integrity, honesty, and enthusiastic support for transportation issues in the Eastern Sierra;

BE IT FURTHER RESOLVED that the Local Transportation Commission wishes to express its appreciation and gratitude for the legacy Commissioner Larry Johnston leaves behind. He will be missed.

APPROVED AND ADOPTED this 9th day of April 2018, by the Mono County Local Transportation Commission.

Sandy Hogan

John Peters

Shields Richardson

Fred Stump

John Wentworth

Stacy Corless

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION RECOGNIZING SCOTT BURNS FOR HIS YEARS OF SERVICE

WHEREAS, Scott Burns has moved on to new adventures after serving Mono County for over 33 years in various jobs and commissions during his tenure; and

WHEREAS, Scott's longevity is a testament to his creative problem solving, innovative thinking, masterful navigation of political waters, ability to identify and deal with the real issues at hand, and his commitment to community-based planning and the people and character of Mono County; and

WHEREAS, Scott efficiently used available resources of the County and Town to staff independent commissions that are typically separate from each entity, such as the Local Transportation Commission (LTC) and using the Regional Transportation Plan (RTP) as the Circulation Element of the County's General Plan to save value general fund dollars; and

WHEREAS, Scott was constantly promoting collaboration with other entities (we can do more together versus separately) from federal to state to local levels and helped start the Eastern California Transportation Planning Partnership (ECTPP) with Inyo LTC, Kern Council of Governments, Caltrans District 6 & Caltrans District 9; and

WHEREAS, Scott was a strong advocate for regional corridor efforts such as the Eastern Sierra Corridor Enhancement Plan and MOU projects on US 395 and State Route 14 dating back to first MOU signed in 1999 that listed Olancho/Cartago as a project and with a bit of luck will start construction in 2021-22; and

WHEREAS, after losing our interregional transit service (Greyhound) he helped transition Inyo-Mono Transit into the Joint Powers Authority that has become Eastern Sierra Transit, and he was very proud of the fact that Mono County was one of the original founding partners for Yosemite Area Regional Transportation System back in 1999; and

WHEREAS, progressive ideas about walkable Main Streets that are also state highways that were soundly rejected for many years but, finally, due to community persistence and Scott's recommendation that the Commission support, are becoming the norm (the 1998 RTIP was not going to be accepted by the CTC because a majority of the funding was purposed to walkable communities versus highways – attached); and

NOW, THEREFORE, BE IT RESOLVED that the Local Transportation Commission commends Scott Burns' integrity, honesty, intelligence, and tireless support for local input into the transportation planning process;

BE IT FURTHER RESOLVED that the Local Transportation Commission wishes to express appreciation and gratitude for the legacy Scott leaves behind.

APPROVED AND ADOPTED this 9th day of April 2018, by the Mono County Local Transportation Commission.

Sandy Hogan

John Peters

Shields Richardson

Fred Stump

John Wentworth

Stacy Corless

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION

P.O. BOX 347

MAMMOTH LAKES, CA. 93546

619-924-5450 FAX 619-924-5458

May 11, 1998

TO : Mono County Local Transportation Commission
FROM: Scott Burns, Executive Director *SB*
RE : PROPOSED MONO RTIP AMENDMENT

RECOMMENDATION

Either:

- Amend the Mono County RTIP to reflect one of the options contained in this staff report; or
- Take no action on the Mono County RTIP. Direct staff to draft a letter for the Chair's signature to the California Transportation Commission supporting the Mono RTIP as originally submitted, and provide further direction to staff.

DISCUSSION

As discussed at your April 13 meeting, the California Transportation Commission (CTC), and Commissioner Dana Reed in particular, have questioned Mono County's Regional Transportation Improvement Program (RTIP). We have since received the attached formal CTC notice that our RTIP is at risk of rejection due to questions of cost effectiveness. In response to initial CTC concerns, staff prepared the attached response, which defends the cost effectiveness of our projects but offers to consider amending our RTIP to include partial funding for the Conway Ranch Four Lane Project.

At their meeting May 6 in Sacramento, the CTC briefly discussed the Mono RTIP. Commissioners Rowan and Cage, as well as Craig Tackeberry and Rich Boardman from the Town and County were present. Commissioner Cage, serving as Mono LTC's spokesperson, effectively and concisely presented Mono's response to CTC concerns, and requested guidance in resolving the CTC's cost effectiveness issue. Her request, however, was ignored. CTC Commissioner Reed instead directed questions to Caltrans District 9 and the CTC Executive Director. Without prior consultation with your Commission or staff, the CTC Executive Director suggested that the LTC divert nearly nine million from local multi-modal projects to Hwy 395.

Following a somewhat disjointed and confusing Commission discussion, the concluding message from CTC Chairman Wolf to our LTC contingent was clear -- either divert \$8.8 million to the Conway Ranch Project or be prepared for RTIP rejection.

During this CTC discussion, it was apparent that Commissioner Reed's issue was not so much the cost effectiveness of our projects, but rather his resentment of the amount of State Transportation Improvement Program (STIP) funds Mono is to receive through SB 45. Staff can find no basis in SB 45 or its guidelines for rejecting an RTIP simply because the CTC believes too much money is allocated to a region. The STIP allocation formulas are established in law and are not under review as part of the STIP hearing process. It was difficult to discern through the CTC discussion any factual basis for rejecting our RTIP based on a lack of cost effectiveness.

The CTC directive was extremely disheartening, for Mono LTC had carefully crafted an RTIP in full compliance with SB 45, ISTEPA, our Regional Transportation Plan, and in close cooperation with the Town of Mammoth Lakes, local communities, Mono County, Caltrans and CTC staff. The Mono LTC had even restructured its membership specifically to respond to the additional responsibilities delegated to the local level through SB 45. It is disappointing that the CTC is apparently unable to accept and allow that regional agencies such as the Mono LTC, rather than the CTC, now have responsibilities under SB 45 for prioritizing and programming regional projects.

RTIP AMENDMENT OPTIONS

The following briefly discusses a range of options for amending the RTIP to appease the CTC. It should be noted that these options are based more on political considerations than any objective criteria or CTC guidance. With the exception of Option 4, it is unclear if these options would satisfy the CTC. It continues to be staff's opinion that the Mono RTIP is in full compliance with all applicable laws and guidelines. Contrary to SB 45 Interim Guidelines, no "factual basis" for the Mono RTIP's potential rejection has been provided by the CTC.

□ Option 1. Reallocate \$1.6 Million to Conway.

This represents a compromise to fully funding Conway Ranch. This option, which was originally promoted by Caltrans District 9 during RTIP preparation, would have a limited impact on locally nominated projects, for TEA and SHOPP funds may enable all local projects to still go forward. Although only \$1.6 million would be reallocated, the 1998 STIP Interim Guidelines require the regional agency proposing to program a project's components sequentially to "demonstrate the means by which it intends to fund the construction of a usable segment." This option may therefore indirectly obligate up to \$7.2 million of future RTIP funds in the next STIP for completion of the Conway Ranch Four Lane Project.

- **Option 2. Reallocate \$1.6 Million to Conway; \$7.2 to Reserve.**
This expands upon Option 1 by specifically setting aside the money needed to complete the Conway project in a reserve. This option was apparently promoted by CTC Commissioner Reed in phone conversations prior to the May 6 CTC hearing. If the reserve is not specifically tied to a project, this option could provide some programming flexibility for the 2000 STIP. Programming a reserve would also give the LTC time to work with the CTC to conduct a cost effectiveness analysis for local projects in question. This option, however, would entail eliminating or phasing back \$8.8 worth of local projects.

- **Option 3. Reallocate \$8.8 Million to an Unspecified Reserve.**
Programming a reserve would not only give the LTC time to work with the CTC to conduct a cost effectiveness analysis, but also provide an opportunity to reexamine the universe of potential STIP projects. We may find that projects not seriously considered previously, such as the North Mojave Project in Kern County, or a new local project, such as improving Highway 120, may be more cost effective. This option would also entail eliminating or phasing back \$8.8 worth of local projects.

- **Option 4. Reallocate \$8.8 Million to Conway.**
This is essentially what the CTC expects the Mono LTC to program to save its RTIP. Although Caltrans District 9 continues to strongly support this project, both CTC and local staff have recently questioned its need at this time. The Mono LTC's past support for this project assumed it would be funded in the Interregional Improvement Program. It was never anticipated for funding in the RTIP. This option would also entail eliminating or phasing back \$8.8 worth of local projects.

- **Option 5. Reallocate \$1.5 Million for North Mojave Project.**
This option, which is similar to Option 1, would allocate funds out of our region to Hwy 14 in Kern County. CTC staff has informally noted that this project appears to be more cost effective and a higher priority from a statewide perspective than the Conway Ranch Project. This option would require extensive collaboration with Kern COG, for the total cost for the North Mojave Project is nearly \$44 million. The logistics of collaboration in such a short period of time and the potential obligation to commit future Mono RTIP funds beyond this allocation to this project may make this option difficult.



CALIFORNIA TRANSPORTATION COMMISSION

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APR 15 1998

MONO COUNTY PLANNING DEPT.
SOUTH COUNTY

April 10, 1998

Mr. Scott Burns, Executive Director
Mono County Local Transportation Commission
P. O. Box 347
Mammoth Lakes, CA 93546

Dear Mr. Burns:

At the recent STIP hearings in San Francisco and Los Angeles, the California Transportation Commission heard presentations from Commission staff and from regional agencies regarding the various regional transportation improvement programs (RTIPs). At the hearings, the Commission directed staff to work with regional agencies to resolve any issues that might stand in the way of the Commission's approval of the RTIPs for inclusion in the 1998 STIP when it is adopted in June.

Under the law, as amended by SB 45, the Commission must approve or reject each RTIP's proposal for county share funds in its entirety. The Commission may reject an RTIP's proposal if it finds that the RTIP "is not consistent with the guidelines adopted by the commission or is not a cost-effective expenditure of state funds." The law also provides that the Commission may not reject an RTIP unless it notifies a regional agency of its proposed action within 60 days after the RTIP is received.

To date, our staff has identified the following unresolved issues relating to your RTIP:

- Several Commissioners have questioned whether the RTIP program represents a cost-effective use of State funds. In particular, they have questioned why the RTIP programs so much for bike lane and sidewalk projects and so little for improvements to Route 395 in Mono County.

In order to resolve these issues without formal Commission action, I am asking that you provide a written response or clarification no later than April 23. Please address your response, and direct any questions you may have, to the Commission staff representative for your region, Sharon Scherzinger, phone 916-653-2070, e-mail address: sscherzi@trmx3.dot.ca.gov.

Sincerely,

Robert I. Remen
Executive Director

Caltrans

DISTRICT 9



Quarterly Report

MONO COUNTY PROJECTS

April 2018

Acronyms:

CON – Construction

ENV – Environmental

TBD – To Be Determined

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

*Not all project may be reflected on this report. i.e. minors and maintenance

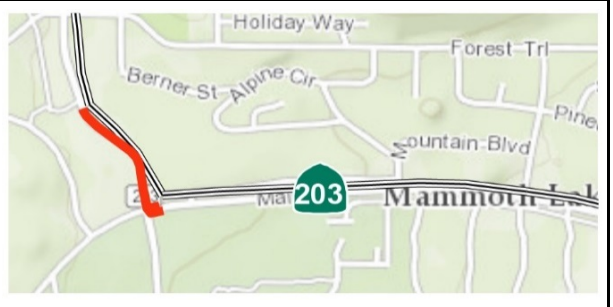
Project Name:	McNally Shoulders	EA# 36460
Location:	INY 6 PM 4.3/8.4, MNO 6 PM 0.0/0.8	
Description:	Widen shoulders to 8 feet.	
Project Cost:	\$6,185,000	
Current Phase:	Design	
ENV	100% Complete	9/26/2016
CON	Expected start date	Spring 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Chalfant Turn Lane	EA# 36980
Location:	MNO 6 PM 4.2/5.2	
Description:	Construct two-way left turn lane.	
Project Cost:	\$2,197,000	
Current Phase:	Environmental	
ENV	Expected completion date	Summer 2018
CON	Expected start date	Summer 2020
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	W. Minaret Sidewalks	EA# 36530
Location:	MNO 203 PM 4.6/4.8	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$750,000	
Current Phase:	Design	
ENV	100% Complete	1/3/2017
CON	Expected start date	Summer 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361



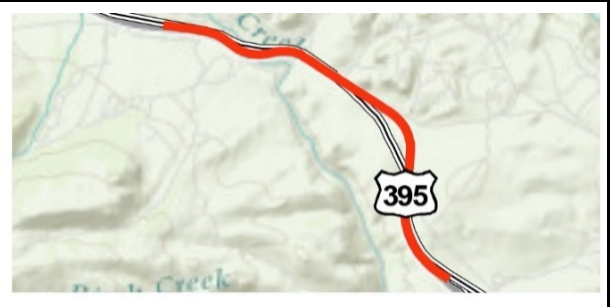
Project Name:	N. Main St. Sidewalk & Safety Project	EA# 36480
Location:	MNO 203 PM 4.8/5.3	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$2,150,000	
Current Phase:	Design	
ENV	100% Complete	2/25/2016
CON	Expected completion	Summer 2018
Project Manager:	Brian McElwain	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:	\$2,762,000 Complete Streets - \$1,250,000.	
Current Phase:	Environmental	
ENV	Expected completion date	Spring 2018
CON	Expected start date	Summer 2018
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:	\$19,429,000	
Current Phase:	Environmental	
ENV	Expected completion date	Summer 2018
CON	Expected start date	TBD
Project Manager:	Brian McElwain	Ph# 760-872-4361

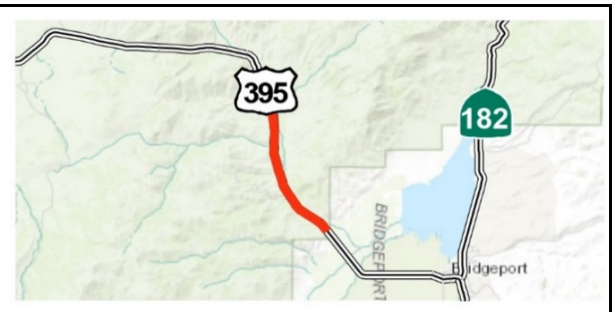


*Not all project may be reflected on this report. i.e. minors and maintenance

<p>Project Name: Crestview Maintenance Truck Shed EA# 36510</p> <p>Location: MNO 395 PM 34.1</p> <p>Description: A new truck shed at the Crestview MS.</p> <p>Project Cost: \$4,763,000</p> <p>Current Phase: Construction</p> <p> ENV 100% Complete 10/31/2012</p> <p> CON Expected completion Fall 2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Lee Vining Rockfall EA# 33500</p> <p>Location: MNO 395 PM 52.1/53.7</p> <p>Description: Mitigate Mono Lake rockfall.</p> <p>Project Cost: \$10,626,000</p> <p>Current Phase: Revegetation</p> <p> ENV 100% Complete 7/25/2013</p> <p> CON Expected completion date Winter 2020</p> <p>Project Manager: Dennee Alcala Ph# 760-872-0767</p>	
<p>Project Name: Conway Ranch Shoulders EA# 36640</p> <p>Location: MNO 395 PM 57.9/60.0</p> <p>Description: Widen shoulders to 8 feet.</p> <p>Project Cost: \$9,376,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date 4/1/2020</p> <p> CON Expected start date 10/3/2022</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Conway Guardrail EA# 36470</p> <p>Location: MNO 395 PM 60.0/69.9</p> <p>Description: Remove existing guardrail and install Guardrail.</p> <p>Project Cost: \$5,217,000</p> <p>Current Phase: Design</p> <p> ENV 100% Complete 12/17/2017</p> <p> CON Expected start date Spring 2019</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Virginia Lakes Turn Pocket EA# 36420</p> <p>Location: MNO 395 PM 63.5</p> <p>Description: Widen shoulders & construct a NB left turn pocket.</p> <p>Project Cost: \$1,985,000</p> <p>Current Phase: Design</p> <p> ENV 100% Complete 12/21/2016</p> <p> CON Expected start date Summer 2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Virginia Creek Shoulders EA# 36940</p> <p>Location: MNO 395 PM 69.6 / 71.9</p> <p>Description: Widen Shoulders</p> <p>Project Cost: \$13,554,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date 4/1/2021</p> <p> CON Expected start date TBD</p> <p>Project Manager: Brian McElwain</p>	

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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	1/14/2015
CON	Start date	Spring 2018
Project Manager:	Dennee Alcala	Ph# 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:	\$14,180,000	
Current Phase:	Design	
ENV	100% Complete	5/3/2017
CON	Expected start date	Spring 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Sonora Jct Shoulders	EA# 36800
Location:	MNO 395 PM 91.6/93.7	
Description:	Widen shoulders	
Project Cost:	\$20,060,000	
Current Phase:	Planning	
ENV	Expected completion date	6/1/2021
CON	Expected start date	TBD
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:	\$10,665,000	
Current Phase:	Design	
ENV	100% Complete	7/30/2015
CON	Expected start date	Summer 2018
Project Manager:	Dennee Alcala	760-872-0767
Project Name:	Walker CAPM	EA# 36430
Location:	MNO 395 PM 106.3/120.5	
Description:	Pavement recycle, Walker to Topaz.	
Project Cost:	\$15,602,000	
Current Phase:	Construction	
ENV	100% Complete	2/25/2015
CON	Expected completion	Spring 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Mono Mitigation Bank	EA# 36670
Location:	MNO Various	
Description:	Purchase riparian & wetland mitigation credits.	
Project Cost:	\$3,550,000	
Current Phase:	Environmental	
ENV	Expected completion date	Winter 2019
CON	Expected start date	Winter 2020
Project Manager:	Dennee Alcala	Ph# 760-872-0767

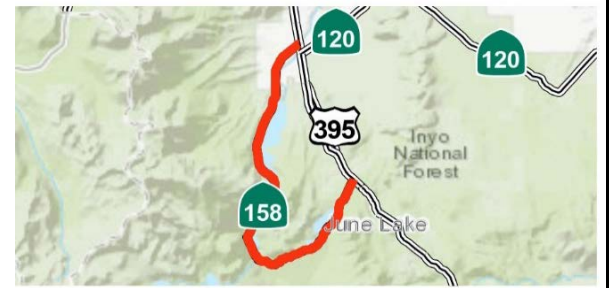


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Project Name:	Lee Vining Rehab	EA#37430
Location:	MNO 395 PM 50.8/55.7	
Description:	Rehabilitate pavement, drainage, upgrade ADA	
Project Cost:	\$14,000,000	
Current Phase:	Planning	
ENV	Expected completion date	Winter 2021
CON	Expected start date	Summer 2023
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	June Lake CAPM	EA#37440
Location:	MNO 158 PM 0.0/15.8	
Description:	Rehabilitate pavement.	
Project Cost:	\$15,500,000	
Current Phase:	Planning	
ENV	Expected completion date	Winter 2021
CON	Expected start date	Summer 2023
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Bridgeport Rehab	EA#37460
Location:	MNO 395 PM 75.7/80.6	
Description:	Rehabilitate pavement, drainage, upgrade ADA	
Project Cost:	\$10,000,000	
Current Phase:	Planning	
ENV	Expected completion date	Winter 2021
CON	Expected start date	Summer 2023
Project Manager:	Brian McElwain	Ph# 760-872-4361

