

# Mono County Local Transportation Commission

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## AGENDA

April 8, 2019 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes  
Teleconference at CAO Conference Room, Bridgeport  
Call 1-669-900-6833, enter meeting number 760-924-1815

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
  - A. Approve minutes of March 11, 2019 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
  - A. Social Services Transportation Advisory Council (SSTAC) appointments (*Michael Draper*) – **p. 4**
  - B. Verbal update on EV charging-station policy (*Hailey Lang*)
  - C. Overall Work Plan (OWP): Provide any desired direction to staff (*Gerry Le Francois*) – **p. 9**
  - D. OWP budget adjustment (*Megan Mahaffey*) – **p. 52**
  - E. Adopt Resolution R19-01 to amend the 2018 Regional Transportation Improvement Program (RTIP) (*Gerry Le Francois*) – **p. 54**
6. **ADMINISTRATION**
7. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
  - B. Yosemite Area Regional Transportation System (YARTS) – **p. 61**
8. **CALTRANS**
  - A. D9 Intelligent Transportation Systems (ITS) Master Plan
  - B. 2019 Construction Map – **p. 62**
  - C. Activities in Mono County & pertinent statewide information
9. **QUARTERLY REPORTS**
  - A. Town of Mammoth Lakes – **p. 63**
  - B. Mono County (verbal)
  - C. Caltrans – **p. 65**
10. **INFORMATIONAL**

***More on back...***

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### COMMISSIONERS

Jennifer Halferty   Sandy Hogan   John Peters   Lynda Salcido   Fred Stump   John Wentworth

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to May 13, 2019

**\*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 11, 2019

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**COUNTY COMMISSIONERS:** Jennifer Halferty, John Peters (teleconference), Fred Stump

**TOWN COMMISSIONERS:** Sandy Hogan, Lynda Salcido, Dan Holler for John Wentworth

**COUNTY STAFF:** Gerry Le Francois, Hailey Lang, Chad Senior, CD Ritter

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Brent Green, Austin West

**ESTA:** Phil Moores

**PUBLIC:** Lynn Boulton, Sierra Club; Don Condon, Electric Auto Association

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump 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.

2. **PUBLIC COMMENT:** Don Condon, Electric Auto Association, met with Town and MMSA on FlexPower that sets up charging stations. Chargers at Main, Canyon, Mill. ChargeReady through Edison pays for infrastructure up to 10, FlexPower picks up difference of 29 cents/kwh, no cost to owner. Policy would support community parking lots (Park & Ride, 10 stations). More in item 5A.

#### 3. MINUTES

**MOTION:** Approve minutes of Feb. 11, 2019, as amended: 1) Item 6A midway: Green **learned** a lot; 2) Item 7B fourth-to-last graph: eastern half that broke off from District **8 6** (*Peters/Salcido. Ayes: 6-0.*)

4. **COMMISSIONER REPORTS:** **Peters:** At Friday Cattleman's Assoc. dinner LADWP announced spreading entire water allotment to Long Valley ranchers this season. **Halferty:** At NACO legislative conference in Washington, DC, met San Bernardino BOS member and staff. **Salcido:** Thanks to Town, Caltrans on roads. Attended mountain adventure summit of mountain communities on common problems/solutions. Good robust discussion of housing, environment, and transportation. Navigating towns, highways. Meeting in Mammoth next year again, urged LTC to participate. **Holler:** None. **Hogan:** None. **Stump:** Thanked Caltrans for quick response to constituent letter.

#### 5. LOCAL TRANSPORTATION

A. **EV (charging-station policy):** Hailey Lang integrated comments/suggestions. Met with Phil Moores of ESTA (Eastern Sierra Transit Authority), which hopes to have EVs by 2025. Meeting with Town soon. Peters reported charging stations getting installed at gas station in Bridgeport.

Dan Holler noted EV changes maintenance effort. EV buses: keeping fleet running a challenge (equipment, training, shipping).

Hybrids on buses? *Lang: All electric. Huge conversion cost.*

Lynn Boulton met with PowerFlex on installing stations at reduced rate (carbon credits). Larger scale gets to net zero cost. Software can manage charging load. Start full charge, manage how fast fill up. Lower rate after 3 p.m. Spread load. Buy equipment. Installers manage site, charge whatever price they want. ChargePoint collects money, sends it on. Consult MMSA on dealing with snow. Tall poles, removable charger off pole in winter. Can make EV preferred as well as EV only for 10 spaces. Could get away with 5-10 for rural. Sign up for ChargeReady (Edison). Mono could pick spots for public access, get in queue.

Liberty Utilities for north county? *Yes.*

Boulton suggested community centers, libraries into ChargeReady for each site. Businesses don't have parking spaces to give up.

Halferty noted libraries at schools, by MCOE (Mono County Office of Education). Talk with them.

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#### COMMISSIONERS

Jennifer Halferty   Sandy Hogan   John Peters   Lynda Salcido   Fred Stump   John Wentworth

Meeting at MMSA? Powerflex, Kitty of Adopt-a-Charger. Public Facilities (PF) works with Edison, Tesla.

Don Condon stated ideal number of units = 10. Mono and Town can accommodate that. Apply for ChargeReady program, has several components (condos, parking lots). No commitment to get into queue. Encourage Town to apply for park-&-ride lot. Non-Tesla vehicles need chargers. Ideal time to get in. Good location. Private sector heavier lift. Minaret Village not interested. Get stations in. Infrastructure installed at no cost.

Salcido suggested Vons and Grocery Outlet. Charge car, go shopping. Vons could spare some slots that would work for Town and County as well. Condon thought leverage would be with Vons. Salcido also cited Grocery Outlet owner Bobby McGee.

Halferty noted covered parking at Sierra Center. Condon thought easy to expand, no snow removal.

Hogan mentioned future parking structures, temporary lot next to Westin (300 spaces) until 2022-23. Parking study. Now has 38 spaces. Mobility hubs in planning stage.

Salcido recommended parking to charge car, then riding buses.

Stump wanted Town to feed into policy development. Appendix refining data set. Edison is private company. Legal issue on agreement without going out to bid. See if sole sourcing is acceptable. Cover bases.

Condon noted Reno has fleet of buses on Virginia Street. Helpful on maintenance.

Boulton indicated Lee Vining will get one electric bus soon. Have charger in bus barn.

Peters noted Liberty Utilities with ESUSD (Eastern Sierra Unified School District) on charger in Coleville.

**B. OWP draft:** Gerry Le Francois noted two pots of money: RPA (Rural Planning Assistance) and PPM (Planning Programming & Monitoring). RPA money is planning-specific. When designing project, need money from other, smaller PPM due to limitations of 2016 STIP process. Can use money for three years. RPA is use it or lose it (into larger pot for rural counties). Still working on budget. Couple months to examine, adopt at May meeting after more input April 8. Can claim reimbursement for staff planning (20% to administration). Matt Paruolo and Joel Rathje will develop Mono GIS layer. RPA only get to airport site. Anything on airport proper is different.

WE 601, Corridor Management Plan: Submitted, resume if get federal funding.

WE 617-15-0, Community Wayfinding Design Standards: Peters indicated CSA (Community Services Area) approved street signs for Evans Tract. Caltrans has row space for signs. Le Francois will meet with Tony Dublino on Mono roads. Wayfinding predominantly is visitor-oriented (kiosks, trail heads, etc.).

WE 701-12-1, 2020 RTIP: Le Francois indicated Public Works will use PPM dollars. RTIP due in December, first one after SB 1 in effect.

WE 903-12-1, Regional Asset Management System: Le Francois stated maintain from PPM developed with Matt Paruolo and Joel Rathje.

WE 804-15-1, Traffic calming, etc.: Peters mentioned traffic calming in Bridgeport on radar flashing signs (how fast going). Emigrant Street for people speeding into town. CSA funded. Le Francois will add to planning for RPA reimbursement, discuss further.

WE 300-12-0 RTP: Hogan wanted YARTS included.

Stump noted no dedicated staff. If run out of time, return to LTC for priority assessment. Maybe put something off to get something done.

**C. 2018-19 OWP budget adjustment:** Consider at next meeting. Significant sum of money to move around. Stump wanted to get all information out there.

**Winter operations update:** Dan Holler noted biggest challenges of snow storage, trucks moving snow, cleaning up parking lots. New: Sidewalks on Main and along Village that people are using. Snow wars occur. Hospital = primary clearing. Priority clearing on transit routes for fire hydrants and propane tanks: 180 hydrants, 25% of actual number. Locals can clear hydrants. Majority of emergency calls are paramedics. Weight of snow pushed chimney flue out. Snow loading on roofs, saw lot more damage two years ago. Ice/snow rip off propane tank connections. Overall getting caught up, 24/7 operations issue. Behind on bus maintenance. MMSA helped. Buses out of service. Snow pit: Diesel fuel so snow slides out. Not allowed but happens. Equipment gets beat up, new operators, lots of claims on broken windows, etc. Stump: Auto transmission fluid switched to fish oil product.

Tony Dublino activated County overtime budget, dealt with complaints and concerns. Blowing snow off roadways, not hauling snow yet. Back to normal. Main issues: removal fleet, diesel replacement strategy. Left behind when replacing diesel equipment on road; parking (figure out parking in compromised space). Working with Caltrans on MOU, returned copy for its review to opt for MMSA for assistance on Tioga Pass, hopefully ready by May 1.

Stump noted with this amount of snow, people park on county roads and driveways to access backcountry. Long-term fix needed. Develop parking areas, who clears them.

--- Break: 10:25-10:35 ---

6. **ADMINISTRATION:** No items

7. **TRANSIT**

## A. Eastern Sierra Transit Authority (ESTA)

1. **Funding allocation:** Phil Moores stated ESTA's doing well. Short-Range \$110,000 upper limit for 2020. Fleet age is issue: 60% beyond useful life within next year. Maintenance costs will rise. Trolleys in year 13-14 of life. Rick Franz of Caltrans, who advocates for ESTA, met Michael Lang who explained that some entities not use all their funds, could be available to ESTA. Two to four new trolleys (\$225,000 apiece), 15% match, not altogether free (15/85 match). Replacing two to four trolleys would make big difference. Points for replacement. Largest buses (40 ft) all bought around 2011 end useful life in five years, not eligible for grants.

Any way to assign vehicles on high-mileage routes to low-mileage routes? Get into cyclic replacement instead of en masse. Maximize mileage on some first, get in replacement queue. *Moores tries to balance miles.* Hogan thought long-haul routes could last longer.

Moores noted minor variation on town routes. Installing videocams this week to assess vehicle collisions and passenger issues. "Innovative Clean Transit Law" by 2026 will mandate 25% electric, 100% later. Met with Edison where new facility will be built, allowances by SCE when bring that kind of power. Utilize within first year. Timing important. Spoke with Lang. Not work in isolation, need organized approach. Meeting on Reds Meadow road tomorrow: stakeholders, plan engineers. Upper 2.8 miles need work. ESTA gets revenue, so need usage.

Holler cited Reds Meadow road as major topic. Moores was concerned with extent of road impact during construction. Peak vehicle usage higher in summer than winter, due to Reds Meadow. Hogan suggested night construction. Holler indicated some can't be done at night, so look at maintaining traffic flow, 30-min delays. Moores stated fixing's got to get done.

Emergency access? *Holler: Part of overall program.*

Frequency of shuttle? *Eight buses.*

**MOTION:** Approve allocating \$25,527 of FY 2018-19 Low Carbon Transit Operations Program (LCTOP) funds for continuation of expanded Mammoth Express routes. Also, appoint authorized agent to complete & execute all documents for the submittal, allocation requests, & required reporting. (*Halferty/Hogan. Ayes: 6-0.*)

Stump noted LCTOP program has 50% to expand projects for disadvantaged communities, which he has. State requirement? *Moores will get back on that.*

**B. Yosemite Area Regional Transportation System (YARTS):** No update. AAC (Authority Advisory Committee) meeting changed to afternoon at Mono's request so Michael Draper and Jeff Simpson can attend.

## 8. CALTRANS

**A. Activities in Mono County & pertinent statewide information:** Brent Green noted 12 Caltrans district directors met. Terry Erlwein requested on snow. Purview over 150 maintenance workers, headquarters is hiring entity. Half dozen mechanics. When running equipment 24/7 month after month, huge challenge. EV charging approval this week. FG-1 (Freeman Guilch-1) featured in Mile Marker. Chargers planned at rest stops. Federal rules can't charge for electric, so working with FHWA (Federal Highway Administration) to allow so could expand operations on state-owned property. SB 1 funding still going on, affecting local entities different than State.

Halferty mentioned bill by McCarthy linking transportation dollars looks more like carrot/stick. *Encouraged to start producing housing. Penalty for not moving forward. Rurals impacted negatively due to less funding.* Halferty: State, governor proposing equality.

Austin West: spoke on wildlife crossing. Project charter for Long Valley crossing has unique funding challenges. Fund through PID (Project Initiation Document), but not further project phases. PSR/PDS to fund in phases. Lot of interest from nonprofits, CA Deer Association, Defenders of Wildlife out of Sacramento, CDFW. BLM wanted project-level agreement. Start meeting in next couple months on project timeline.

West indicated Freight Study Report is done.

Peters wanted to reschedule March 16 Mono Supervisors meeting to attend workers' memorial. Establish parameters for Little Walker project.

Green stated contractor will have community meeting on staging. Grindings were an issue last year. Some contractors do better job of paving with less grinding. Reaching out this week, by next LTC have bidder. Peters recommended local hires for flaggers.

## 9. INFORMATIONAL

### A. Caltrans Mile Marker

10. **UPCOMING AGENDA ITEMS:** 1) SSTAC (Social Services Transportation Advisory Committee) appointments; 2) unmet transit needs; 3) OWP; 4) OWP budget adjustment; 5) quarterly reports (Salcido & Wentworth out of town).

11. **ADJOURN** at 11:21 a.m. to April 8, 2019

*Prepared by CD Ritter, LTC secretary*

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### Staff Report

April 8, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Michael Draper, Planning Analyst

**SUBJECT:** Appoint Social Services Transportation Advisory Council (SSTAC) members

#### RECOMMENDATION

Appoint and/or reappoint the following members to the Social Services Transportation Advisory Council:

<u>Reappoint:</u>	<u>Term Expiration</u>
Molly DesBaillets, Mono County First 5	2022

<u>Appoint:</u>	
Eastern Sierra Transit Authority Executive Director	2022
In order to allow flexibility for ESTA, it is recommended to appoint the ESTA Director position to the SSTAC. This position would replace the expired term of John Helm.	

Eastern Sierra Transit Authority Designee	2022
Last year Jon Robertson replaced Jill Batchelder, Eastern Sierra Transit Authority, as Jill had discontinued her work with ESTA. The term was set to expire in 2019. In order to allow flexibility for ESTA, it is recommended to appoint a Designee rather than a specific employee.	

**FISCAL IMPLICATIONS:** None.

**ENVIRONMENTAL COMPLIANCE:** N/A

#### RTP / RTIP CONSISTENCY

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

#### DISCUSSION

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

#### ATTACHMENTS

- Public Utilities Code §99238: Social Services Transportation Advisory Council
- Current SSTAC Roster (2019-2020)

**ATTACHMENT #1****SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238**

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

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

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

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

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

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

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

**ATTACHMENT #2****2019-2020 Social Services Transportation Advisory Council Roster**

<b>Name</b>	<b>Term Expiration</b>
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	<b>2020</b>
Laurel Martin, Finance Director, Disabled Sports, Eastern Sierra	<b>2020</b>
Kathy Peterson, Mono County Social Services Director	<b>2020</b>
Rick Franz, Transportation Planner, Caltrans	<b>2020</b>
Mammoth Mountain Ski Area Transportation Designee, Finlay Torrance	<b>2021</b>
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	<b>2021</b>
IMACA – Charles Broten	<b>2021</b>
Pat Espinosa, Mono County Social Services	<b>2021</b>
<b>Molly DesBaillets, Mono County First 5</b>	<b>2022</b>
<b>Eastern Sierra Transit Authority Designee, CTSA</b>	<b>2022</b>
<b>Eastern Sierra Transit Authority Executive Director, CTSA</b>	<b>2022</b>



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## Staff Report

April 8, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry LeFrancois, Co-Director LTC

**SUBJECT:** 2019-20 Overall Work Program (OWP) schedule of adoption

### RECOMMENDATION

Provide direction to staff on draft OWP

### FISCAL IMPLICATIONS

None at this time

### ENVIRONMENTAL COMPLIANCE

N/A

### DISCUSSION

The Mono County Overall Work Program 2019-20 draft has been 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, 2019, to June 30, 2020. Meetings on the 2019-20 OWP have begun and will continue until a final draft is adopted in May and approved by District 9.

#### Timeline:

- March 1: Latest date to submit draft OWP to district
- 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

- Draft 2019-20 OWP

# Mono County Draft Overall Work Program 2019-2020

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**2019/20 OWP**  
Adopted \_\_\_\_\_ 2019

(April 8, 2019)



## TABLE OF CONTENTS

Introduction	5
Transportation Goals and Issues	6
Public Participation	6
Tribal Consultation	6
Organization of the Mono County LTC	6
Planning Emphasis Areas under MAP-21/FAST ACT	7
<b>Work Elements 100 – Administration and Management</b>	
Work Element 100-12-0 Overall Work Program Development, Management and Administration	8
<b>Work Elements 200 – Regional Transportation</b>	
Work Element 200-12-0 Regional Transportation Plan	10
Work Element 201-12-1 Regional Trails	12
Work Element 202-16-1 Regional Transportation Plan Implementation	14
<b>Work Elements 300 – Transit</b>	
Work Element 300-12-0 Regional Transit Planning and Coordination	15
<b>Work Elements 500 – Mammoth Yosemite Airport</b>	
Work Element 501-15-0 Airport Planning	17
<b>Work Elements 600 – Community Oriented</b>	
Work Element 600-12-0 Regional Transportation Funding	18
Work Element 614-15-2 Alternative Fueling Station Corridor Policy	20
Work Element 616-15-0 Community Emergency Access Route Assessment	21
Work Element 617-15-0 Community Way-Finding Design Standards	22
<b>Work Elements 700 – STIP Series Work Elements</b>	
Work Element 700-12-0 Regional Project Study Reports	24
Work Element 701-12-1 Regional Transportation Improvement Program (RTIP) update	26
<b>Work Elements 800 – Interregional</b>	
Work Element 800-12-1 Interregional Transportation Planning	28
Work Element 803-13-1 Mammoth Lakes Air Quality monitoring and planning	30
Work Element 804-15-1 Community Traffic Calming and Complete Streets Design Standards	31
<b>Work Elements 900 – Policy and Maintenance</b>	
Work Element 900-12-0 Planning, Monitoring, and Traffic Management Issues	33
Work Element 902-12-2 Regional Transportation Data Collection Equipment	35

Work Element 903-12-1 Regional Asset Management System	36
Work Element 908-14-1 Regional Maintenance MOU	38
<b>Work Elements 1000 – Transportation related Training</b>	
Work Element 1000-12-0 Transportation Training and Development	39
Appendix A: RPA Budget Summary	40
Appendix B: PPM Budget Summary	41
Appendix C: List of Plans with dates for update	42

## 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 2019-20 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**

		<b>Responsible</b>	<b>Estimated Completion</b>
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		Jan – Mar 2020
3.	Prepare draft and final 2019-20 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 Closeout Reporting
- FY 2019/2020 Quarterly Reports, budget, and financial statements. Quarterly
- FY 2019/2020 Overall Work Program Amendments. As needed
- FY 2020/2021 Overall Work Program. March 2020 (draft) June 2021 (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>
<b>2019-20 RPA</b>	\$7000	\$20,000	\$27,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$27,000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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 checklist for 15183 streamlining	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. New task would create a Green House Gas checklist for streamlining CEQA reviews.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2019-20 RPA</b>	\$5000	\$7000	\$12,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$12,000

**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 and data management, for the development and maintenance of a Web Application for the trails system. Staff will incorporate previous studies into this GIS task (e.g. Mono County Recreation Access Tool, etc.). No Project Study Reports (PSRs) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds (RPA).

**PREVIOUS WORK**

This work element was created because we recognized a need for regional planning for multi use trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. A draft PID has been completed on the Down Canyon trail.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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.	Develop base mapping and data asset development - 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**

- Finalize June Lake Down Canyon PID with community, user groups, and decision makers
- Develop a GIS base mapping, data asset development for the identification of future pedestrian and non-motorized mobility improvements for future PSR's and PID's (such as trail alignments, trailheads, parking, wayfinding, etc.)
- Conduct Trail user counts and studies
- Pursue funding to implement multi use trails

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

RPA

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2019-20 RPA</b>	\$22,000	\$22,000	\$44,000
<b>PPM FUNDING</b>	\$4000	\$5779	\$9779
<b>TOTAL FUNDING</b>			\$53,779

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Review plans 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
- RTP – 4 year update cycle
- YARTS short range transit plan incorporated and referenced into RTP

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2019-20 RPA</b>	\$5000	\$7000	\$12,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$12,000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Review of Short-Range Transit Plans	County, Town, LTC	As needed
2.	Seasonal transit workshop	County, Town, LTC	Ongoing
3.	Identify & analyze winter route, schedule & signage changes (if any) for winter transit map	County, Town, LTC	Ongoing
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	Ongoing
5.	Collect transit needs for community	County, Town, LTC	Ongoing
6.	Intelligent Transportation System Plan	ESTA, County	As needed
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

	<b>TOWN</b>	<b>COUNTY</b>	<b>TOTAL</b>



<b>2019-20 RPA</b>		\$5000	\$5000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$5000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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

	<b>TOWN</b>	<b>COUNTY</b>	<b>TOTAL</b>
<b>2019-20 RPA</b>	\$2500	\$1500	\$4000
<b>PPM FUNDING</b>	\$2500	\$1000	\$3500
<b>TOTAL FUNDING</b>			\$7500

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2019-20 RPA</b>	\$3000	\$3000	\$6000
<b>PPM FUNDING</b>	\$7500	\$12,500	\$20,000

<b>TOTAL FUNDING</b>			\$26,000
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**WORK ELEMENT 614-15-2**

**ALTERNATIVE FUELING STATION CORRIDOR POLICY**

**OBJECTIVE**

To establish policies to guide and promote siting of Electric Vehicle (EV) charging and Zero Emission Vehicle (ZEV) 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 such as Gus Hess Park in Lee Vining.

**PREVIOUS WORK**

Guidance for this effort has been established by Eastern Sierra Electrical Vehicle Association, local commission interest and state policy. There is currently a revised policy under review by the LTC (Mono County & TOML).

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1	Review adjacent County & TOML policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	Ongoing
2.	Identify issues, opportunities & constraints pertaining to EV facilities within communities & along major highway corridors and regional attractions including Yosemite	County	Ongoing
3.	Inventory & assess potential sites suitable for EV & ZEV facilities	County	Ongoing
5.	Identify permit streamlining & funding strategies for EV 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 & LTC into the 2019 RTP update	County	12/2019

**END PRODUCTS**

- List of opportunities & constraints
- Inventory of potential sites for EV / ZEV
- Incorporate revised goals, policy and standards into the 2019 RTP update

**ONGOING TASKS****FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2019-20 RPA</b>	\$5000	\$7000	\$12,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$12,000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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	On going
2.	Review new access requirements of Cal Fire	County	On going
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	completed
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	completed
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access	County	completed
6.	Draft goals, policies & standards for community emergency access	County	completed

7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County	completed
8.	Revise draft & conduct applicable CEQA review	County	Fall 2019
9.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Fall of 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>
<b>2019-20 RPA</b>		\$1000	\$1000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$1000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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

	<u><b>TOWN</b></u>	<u><b>COUNTY</b></u>	<u><b>TOTAL</b></u>
<b>2019-20 RPA</b>	\$5000	\$6000	\$11,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$11,000



**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
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 potential future projects

**ONGOING TASK**

This is an ongoing RTP/RTIP development work element.

**FUNDING SOURCE**

PPM RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2019-20 RPA</b>	\$35,000	\$38,221	\$73,221
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$73,221

**WORK ELEMENT 701-12-1**  
**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 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 2018 RTIP,
- Consistency determination of the 2018 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2018 RTIP with CTC guidelines.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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	December 2019

**END PRODUCTS**

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

**ONGOING TASK**

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

**FUNDING SOURCE**

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2019-20 RPA</b>		\$1000	\$1000
<b>PPM FUNDING</b>		\$1000	\$1000
<b>TOTAL FUNDING</b>			\$2000

**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. Reds Meadow EIR complete and Feasibility in process.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOUs	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

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2019-20 RPA</b>	\$2000	\$5000	\$7000
<b>PPM FUNDING</b>		\$2000	\$2000
<b>TOTAL FUNDING</b>			\$9000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2019-20 RPA</b>			
<b>PPM FUNDING</b>	\$500		\$500
<b>TOTAL FUNDING</b>			\$500

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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	Ongoing
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>
<b>2019-20 RPA</b>		\$1000	\$1000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$1000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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

	<b>TOWN</b>	<b>COUNTY</b>	<b>TOTAL</b>
<b>2019-20 RPA</b>	\$23,000	\$20,000	\$43,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$43,000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Purchase equipment	Town, County	6/30/20
2.	Final Deliverable(s)	Town, County	6/30/20

**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

	<b>TOWN</b>	<b>COUNTY</b>	<b>TOTAL</b>
<b>2019-20 RPA</b>			
<b>PPM FUNDING</b>	\$5000	\$7000	\$12,000
<b>TOTAL FUNDING</b>			\$12,000

**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**

Mono County has 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

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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>
<b>2019-20 RPA</b>		\$44,000	\$44,000
<b>PPM FUNDING</b>		\$30,000	\$30,000
<b>TOTAL FUNDING</b>			\$74,000

**WORK ELEMENT 908-14-1**  
**REGIONAL MAINTENANCE MOU**

**PURPOSE**

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of 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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
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**

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 PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2019-20 RPA</b>			
<b>PPM FUNDING</b>	\$2000	\$2000	\$4000
<b>TOTAL FUNDING</b>			\$4000

**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**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
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	6/30/2020
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2020
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2020
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2020

**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

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2019-20 RPA</b>	\$7000	\$7000	\$14,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			\$14,000



**APPENDIX A**  
**RPA BUDGET SUMMARY**

**Proposed Expenditures:**

<b>19/20 Budget Work Element - RPA funds</b>	<b>Town</b>	<b>County</b>	<b>Total</b>
100-12-0: OWP Administration and Management	\$ 7,000.00	\$ 20,000.00	\$ 27,000.00
1000-12-0: Transportation Training & Development	\$ 7,000.00	\$ 7,000.00	\$ 14,000.00
200-12-0: Regional Transportation Plan	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
201-12-1: Regional Trails	\$ 22,000.00	\$ 22,000.00	\$ 44,000.00
202-16-1: Regional Transportation Plan Implementation	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
300-12-0: Regional Transit Planning and Coordination		\$ 5,000.00	\$ 5,000.00
501-15-0: Airport Planning	\$ 2,500.00	\$ 1,500.00	\$ 4,000.00
600-12-0: Regional Transportation Funding	\$ 3,000.00	\$ 3,000.00	\$ 6,000.00
614 -15-0: Alternative Fueling Station Corridor Policy	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
616-15-0: Community Emergency Access Route Assessment		\$ 1,000.00	\$ 1,000.00
617-15-0: Community Way-Finding Design Standards	\$ 5,000.00	\$ 6,000.00	\$ 11,000.00
800-12-1: Interregional Transportation Planning	\$ 2,000.00	\$ 5,000.00	\$ 7,000.00
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$ 2,000.00	\$ 2,000.00
900-12-0: Planning, Monitoring & Traffic Issues	\$ 23,000.00	\$ 20,000.00	\$ 43,000.00
903-12-1: Regional Pavement & Asset Management System		\$ 30,000.00	\$ 30,000.00
<b>TOTALS</b>	\$ 86,500.00	\$ 143,500.00	\$ 230,000.00
	\$ 230,000.00		
Rollover - not budgeted until mid year	\$ 57,500.00		
Total Budget	\$ 287,500.00		

**APPENDIX B**  
**PPM BUDGET SUMMARY**

**Proposed Expenditures:**

<b>19/20 Budget Work Element - PPM funds</b>	<b>Town</b>	<b>County</b>	<b>Total</b>
201-12-1: Regional Trails	\$4,000	\$5,779	\$9,779
501-15-0: Airport Planning	\$2,500	\$1,000	\$3,500
600-12-0: Regional Transportation Funding	\$7,500	\$12,500	\$20,000
700-12-0: Regional Project Study Reports	\$35,000	\$38,221	\$73,221
701-12-1: Regional Transportation Improvement Program(RTIP)		\$1,000	\$1,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue/Policy creation	\$25,000	\$25,000	\$50,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$7,000	\$12,000
903-12-1: Regional Pavement & Asset Management System	\$0	\$44,000	\$44,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000

**TOTALS**

\$			
81,500.00	\$138,500	\$220,000	

2016-17

\$	
130,000.00	

2017-18

\$	
130,000.00	

2018-19

\$	
260,000.00	

less what is spent in 2018-2019

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

<b>Plan Name</b>	<b>Entity Responsible</b>	<b>Last Updated</b>	<b>Frequency of Updates</b>	<b>Next Update Due</b>
Airport Emergency Plan	Town	2013	5 - 10 years	
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		Pending funding
Airport Safety Management System Plan	Town	New	As necessary	
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	2018	2 years	December 2019
Regional Transportation Plan (RTP)/revised	LTC	2017	4 years	December 2019

# Mono County Local Transportation Commission

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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

## Staff Report

March 11, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Megan Mahaffey, Fiscal Analyst

**SUBJECT:** Amendment 01 to Mono County Overall Work Program (OWP)

### RECOMMENDATION

Adopt Amendment 01 to the Mono County Overall Work Program 2018-19 and approve signing of OWPA by LTC co-executive director for increase of \$57,500 due to rollover Rural Planning Assistance funds from 2017-2018 allocation.

### FISCAL IMPLICATIONS

None

### ENVIRONMENTAL COMPLIANCE

N/A

### DISCUSSION

The current OWP was adopted by the LTC on May 14, 2018. Due to the timeline for development, adoption and approval of the OWP with Caltrans, the 2018-19 OWP was drafted and adopted before knowing total expenditures for the 2017-18 OWP work elements. The budget needs to be adjusted based on expenditures to date and anticipated expenditures for work to be completed before June 30, 2019. Timeline for OWP is below:

- March 1: Latest date to submit draft OWP to district
- May 1: Deadline for formal 2017-18 amendments
- 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).

This amendment includes budgeting the rollover Rural Planning Assistance funds in the amount of \$57,500 from 2017-18 allocation as well as budget adjustments based on expenditures made to date and anticipated expenditures for the remainder of the year.

### ATTACHMENTS

- FY 2018-19 OWP Amendment 01 Budget Adjustment

FY 2018/19 OWP Preliminary Budget \$ 230,000.00 \$ 67,500.00 \$ 162,500.00  
 Budget Adjustment Amendment 01 \$ 57,500.00  
**RPA Current Budget \$ 287,500.00 \$ 92,500.00 \$ 195,000.00**

**\$ 287,500.00 Total RPA Adjusted Budget**

	RPA			Quarter 1 & 2 Billing			Amendment 01		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
<b>Total</b>	<b>\$ 230,000.00</b>	<b>\$ 67,500.00</b>	<b>\$ 162,500.00</b>	<b>\$ 41,102.10</b>	<b>\$ 3,190.65</b>	<b>\$ 37,911.45</b>	<b>\$ 25,000.00</b>	<b>\$ 32,500.00</b>	<b>\$ 92,500.00</b>	<b>\$ 195,000.00</b>	<b>\$ 89,309.35</b>	<b>\$ 157,088.55</b>
100-13-0 OWP Administration and Management	\$ 40,000.00	\$ 10,000.00	\$ 30,000.00	\$ 6,912.32	\$ 1,692.19	\$ 5,220.13			\$ 10,000.00	\$ 30,000.00	\$ 8,307.81	\$ 24,779.87
1000-12-0 Transportation Training & Development	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 3,897.31		\$ 3,897.31		\$ 500.00	\$ 10,000.00	\$ 10,500.00	\$ 10,000.00	\$ 6,602.69
200-12-0 Regional Transportation Plan	\$ 20,000.00	\$ 5,000.00	\$ 15,000.00	\$ 370.80		\$ 370.80			\$ 5,000.00	\$ 15,000.00	\$ 5,000.00	\$ 14,629.20
201-12-1 Regional Trails	\$ 27,000.00	\$ 12,000.00	\$ 15,000.00	\$ 1,629.20		\$ 1,629.20	\$ 10,000.00	\$ 10,000.00	\$ 22,000.00	\$ 25,000.00	\$ 22,000.00	\$ 23,370.80
202-16-1 Regional Transportation Plan Implementation	\$ 9,000.00		\$ 9,000.00	\$ -			\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 14,000.00	\$ 5,000.00	\$ 14,000.00
300-12-0 Regional Transit Planning and Coordination	\$ 4,000.00		\$ 4,000.00	\$ -					\$ -	\$ 4,000.00	\$ -	\$ 4,000.00
501-15-0 Airport Planning	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ 872.38		\$ 872.38			\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 1,627.62
600-12-0 Regional Transportation Funding	\$ 6,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,992.16	\$ 1,498.46	\$ 2,493.70			\$ 3,000.00	\$ 3,000.00	\$ 1,501.54	\$ 506.30
601-11-0 395 Corridor Management Plan	\$ 1,000.00		\$ 1,000.00	\$ -					\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
614-15-0 Alternative Fueling Station Corridor Policy	\$ 2,000.00		\$ 2,000.00	\$ 2,000.00		\$ 2,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 7,000.00	\$ 5,000.00	\$ 5,000.00
615-15-0 Active Transportation Program (ATP)	\$ -			\$ -					\$ -	\$ -	\$ -	\$ -
616-15-0 a Community Emergency Access Route Assessment	\$ 1,000.00		\$ 1,000.00	\$ 747.17		\$ 747.17			\$ -	\$ 1,000.00	\$ -	\$ 252.83
616-15-0 b Regional Winter Response/ Future Needs Assessment	\$ -			\$ -					\$ -	\$ -	\$ -	\$ -
617-15-0 Community Way-Finding Design Standards	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ -					\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
800-12-1 Interregional Transportation Planning	\$ 4,000.00		\$ 4,000.00	\$ 3,753.97		\$ 3,753.97	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 6,000.00	\$ 2,000.00	\$ 2,246.03
804-15-1 Community Traffic Calming & Complete Streets	\$ 1,000.00		\$ 1,000.00	\$ -					\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
900-12-0 Planning, Monitoring & Traffic Issues	\$ 40,000.00	\$ 20,000.00	\$ 20,000.00	\$ 2,394.36		\$ 2,394.36	\$ 3,000.00		\$ 23,000.00	\$ 20,000.00	\$ 23,000.00	\$ 17,605.64
903-12-1 Regional Pavement & Asset Management System	\$ 40,000.00		\$ 40,000.00	\$ 14,532.43		\$ 14,532.43		\$ 10,000.00	\$ -	\$ 50,000.00	\$ -	\$ 35,467.57

Remaining budget  
 \$ 246,397.90  
 \$ 188,897.90 Needs to be spent for 100% RPA carryover

Max Admin = 25%	\$ 57,500.00
Admin	\$ 55,000.00

FY 2018/19 OWP Preliminary Budget \$ 135,000.00 \$ 67,500.00 \$ 67,500.00 17/18 through 2020  
 Budget Adjustment Amendment 01 \$ 135,779.16 \$ 135,779.16 18/19 allocation + rollover through 2021  
**PPM Current Budget \$ 270,779.16 \$ 139,500.00 \$ 131,279.16**

**\$ 270,779.16 Total PPM Adjusted Budget**

	PPM Budget			Quarter 1 & 2 Billing			Amendment 01		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
<b>Total</b>	<b>\$ 190,000.00</b>	<b>\$ 99,500.00</b>	<b>\$ 90,500.00</b>	<b>\$ 19,860.06</b>	<b>\$ 8,008.49</b>	<b>\$ 11,851.57</b>	<b>\$ 35,000.00</b>	<b>\$ 35,000.00</b>	<b>\$ 139,500.00</b>	<b>\$ 131,279.16</b>	<b>\$ 134,500.00</b>	<b>\$ 113,648.43</b>
201-12-1 Regional Trails	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 738.28	\$ 738.28		\$ 2,000.00	\$ 2,000.00	\$ 5,000.00	\$ 5,779.16	\$ 4,261.72	\$ 5,779.16
501-15-0 Airport Planning	\$ 3,500.00	\$ 2,500.00	\$ 1,000.00	\$ -					\$ 2,500.00	\$ 1,000.00	\$ 2,500.00	\$ 1,000.00
600-12-0 Regional Transportation Funding	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ -			\$ 5,000.00	\$ 5,000.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00		\$ 5,000.00	\$ -					\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
700-12-0 Regional Project Study Reports	\$ 60,000.00	\$ 30,000.00	\$ 30,000.00	\$ 3,575.00	\$ 3,575.00		\$ 10,000.00	\$ 10,000.00	\$ 40,000.00	\$ 40,000.00	\$ 36,425.00	\$ 40,000.00
701-12-1 Regional Transportation Improvement	\$ 1,000.00		\$ 1,000.00	\$ 720.47		\$ 720.47			\$ -	\$ 1,000.00	\$ -	\$ 279.53
800-12-1 Interregional Transportation Planning	\$ 2,000.00		\$ 2,000.00	\$ -					\$ -	\$ 2,000.00	\$ -	\$ 2,000.00
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00		\$ 29.88	\$ 29.88				\$ 500.00	\$ -	\$ 470.12	\$ -
900-12-0 Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00	\$ 54.63	\$ 54.63		\$ 10,000.00	\$ 10,000.00	\$ 25,000.00	\$ 25,000.00	\$ 24,945.37	\$ 25,000.00
902-12-2 Regional Transportation Data Collection	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00		\$ 5,000.00	\$ 5,000.00	\$ 7,000.00	\$ 7,000.00	\$ 5,000.00	\$ 7,000.00
903-12-1 Regional Pavement & Asset Management System	\$ 65,000.00	\$ 40,000.00	\$ 25,000.00	\$ 12,741.80	\$ 1,610.70	\$ 11,131.10	\$ 10,000.00	\$ 10,000.00	\$ 50,000.00	\$ 35,000.00	\$ 48,389.30	\$ 23,868.90
908-14-1 Regional Maintenance MOU	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ -					\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00

Remaining budget  
 \$ 248,148.43

## Mono County Local Transportation Commission

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### LTC Staff Report

April 8, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry Le Francois, Co-Executive Director  
Garrett Higerd, County Engineer

**SUBJECT:** Amend 2018 Regional Transportation Improvement Program (RTIP)

#### RECOMMENDATIONS

Discuss and approve resolution R19-01 amending the 2018 RTIP.

#### FISCAL IMPLICATIONS

The RTIP funds local and regional transportation projects in Mono County and the Eastern Sierra.

#### ENVIRONMENTAL COMPLIANCE

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

#### RTP / RTIP CONSISTENCY

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

#### DISCUSSION

The 2018 RTIP was adopted by the Commission in December 2017. This amendment involves the Long Valley streets rehabilitation project PPNO 2656. Staff proposes moving \$300,000 from Environmental and Planning (E&P) and Plans, Specifications, and Estimates (PS&E) under fiscal year (fy) 2019-20 into Construction (Const) for fy 2020-21. If approved, the new Construction budget increases from \$2.25 million to \$2.55 million.

#### ATTACHMENTS

- Resolution R19-01
- 2018 Mono STIP programming

**Mono County  
Local Transportation Commission**

PO Box 347  
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760.924.1800 phone, 924.1801 fax  
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**RESOLUTION R19-01**

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION  
AMENDING THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

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

**WHEREAS**, the Mono County Local Transportation Commission did adopt the 2018 Regional Transportation Improvement Program (RTIP) in December 2017 and desires to change the programming for the Long Valley streets rehabilitation project, PPNO 2656; and

**WHEREAS**, the Long Valley streets rehabilitation project, PPNO 2656, will move \$300,000 from Environmental and Planning (E&P) and Plans, Specifications, and Estimates (PS&E) under fiscal year (fy) 2019-20 into Construction (Const) for fy 2020-21, which increases the Const funding from \$2.25 million to \$2.55 million.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby amends the 2018 Regional Transportation Improvement Program.

**PASSED AND ADOPTED** this 8th day of April 2019, by the following vote:

- Ayes:
- Noes:
- Abstains:
- Absent:

\_\_\_\_\_  
Fred Stump, Chair

Approved as to form:

\_\_\_\_\_  
Stacey Simon, County Counsel

ATTEST:

\_\_\_\_\_  
CD Ritter, Secretary

Total County Share, June 30, 2017 (from 2017 Report)	29,289
Adjustment for 2015-16 and 2016-17 lapses	0
Less 2016-17 Allocations and closed projects	(9,117)
Less Projects Lapsed, July 1, 2017-June 30, 2018	(150)
2018 STIP Fund Estimate Formula Distribution	8,246
Total County Share, June 30, 2018	28,268

## 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	
<b>Highway Projects:</b>																				
Mono LTC		2003	Planning, programming, and monitoring			Oct-17	135	135	0	0	0	0	0	0	0	135	0	0	0	0
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)			May-18	500	0	500	0	0	0	0	0	0	500	0	0	0	0
Mammoth Lakes	loc	2642	Lower Main Street Sidewalk (16S-17)			Jun-18	2,610	2,610	0	0	0	0	0	0	0	2,610	0	0	0	0
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety (\$46 incr at vote)			Jun-18	621	621	0	0	0	0	0	0	0	621	0	0	0	0
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				260	260	0	0	0	0	0	0	0	0	0	260	0	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	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0	0	0	
Mono County	loc	2605	Eastside Lane, Phase 1, rehab				1,150	0	1,150	0	0	0	0	0	1,150	0	0	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				2,550	0	0	300	2,250	0	0	0	2,250	100	200	0	0	
Mono LTC		2003	Planning, programming, and monitoring				405	0	135	0	135	135	0	0	405	0	0	0	0	
<b>Subtotal, Highway Projects</b>							25,150	8,434	1,816	435	3,785	10,680	0	2,505	18,631	1,378	1,301	350	985	
<b>Total Programmed or Voted since July 1, 2017</b>							25,150													

<b>Balance of STIP County Share, Mono</b>	
Total County Share, June 30, 2018	28,268
Total Now Programmed or Voted Since July 1, 2017	25,150
Unprogrammed Share Balance	3,118
Share Balance Advanced or Overdrawn	0

2018 RTIP Amendment - Long Valley Streets rehab - move \$300k in fy 19-20 from E&P and PS&E into fy 20-21 Const. The new Const total is \$2550k



## Mono County Local Transportation Commission

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### LTC Staff Report

April 8, 2019

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry Le Francois, Co-Executive Director

**SUBJECT:** Senate Bill 152 Beall may change Active Transportation Program for Small Urban/Rural communities

#### **RECOMMENDATION**

Discuss and provide any desired direction to staff on SB 152

#### **FISCAL IMPLICATIONS**

See Discussion below

#### **ENVIRONMENTAL COMPLIANCE**

NA

#### **RTP / RTIP CONSISTENCY**

NA

#### **DISCUSSION**

SB 152 is legislation that Metropolitan Transportation Commission (MTC) is sponsoring to change the Active Transportation Program. The purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of ATP are to:

- 1) Increase the proportion of trips accomplished by biking and walking;
- 2) Increase the safety and mobility of non-motorized users;
- 3) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals;
- 4) Enhance public health, including reduction of childhood obesity through programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- 5) Ensure that disadvantaged communities fully share in the benefits of the program; and
- 6) Provide a broad spectrum of projects to benefit many types of active transportation users.

Some concerns from other Rural County Task Force (RCTF) members:

- SB 152 limits rural communities' access to ATP funding: While the bill proposes to increase the Small Urban/Rural set-aside from 10% to 15%, the bill also reduces the statewide component from 50% to 10%. I believe that this reduction drastically cuts the amounts of funds for which rural communities are eligible to compete. Over the last four cycles, however, several rural communities have been awarded major grants from the statewide pool.
- SB 152 would limit the statewide component to transformative projects: I believe that limiting competition in the statewide component to "transformative projects" is code for large urban projects and would extremely limit the ability of rural agencies to compete for statewide funds.

- ATP is working reasonably well, and there is no equity in mandating how much of the program should go to MPOs (Metropolitan Planning Organizations). So, MPOs, on average, have received 84% of the funds in the previous cycles. Perhaps the last cycle may not have meshed with the average? Does that mean the program isn't working properly, or does it show that smaller agencies were able to develop competitive projects?

While the current program is not perfect and many rural agencies struggle to compete, I believe that it still provides significant access to ATP funds for rural agencies. In addition, the California Transportation Commission staff is committed to assisting rural agencies becoming more competitive and working with the RCTF to achieve this goal.

The bill is scheduled to be heard by the Senate Transportation Committee on Tuesday, April 9, 2019. The RCTF is requesting Transportation Planning Agencies to contact Senator Beall's staff with individual concerns.

**ATTACHMENTS**

- SB 152 info sheet



## SENATOR JIM BEALL

### SB 152 Active Transportation Program Reform Act

#### ISSUE

Over the last five years, the Active Transportation Program (ATP) has constructed many important bicycle and pedestrian improvements statewide. However, the program has also evolved into a complex, time-consuming, and costly program for project sponsors to navigate and for the state and regional agencies to administer.

Significant state resources in the form of Caltrans staff, California Transportation Commission (CTC) staff and commissioners are consumed by application review and project allocations for hundreds of small-scale projects that would make more sense to administer at the regional level. Meanwhile, funding levels for each of the state's metropolitan areas, where the funds are most needed, are highly unpredictable due to the majority of the funds being administered through a statewide competitive grant program.

In addition, despite huge demand for ATP funds, project savings and or ATP funds freed up from projects that missed deadlines are currently sent to the State Highway Account, rather than reinvested in further bicycle and pedestrian enhancements.

#### BACKGROUND

The ATP program was established by the legislature to fund projects that increase active modes of transportation across the state including walking and biking, increase safety for non-motorized users, reduce greenhouse gas admissions, and enhance public health. SB 1 (Beall) infused an additional \$100 million in new funding and dramatically increasing the potential impact of promoting ATP projects across the state.

Currently the funds are distributed as follows:

- Statewide Competitive ATP - 50% to the state for a statewide competitive program

- Small Urban and Rural - 10% to the small urban and rural area competitive program to be managed by the state
- Regional ATP - 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO).

The Legislative Analyst Office (LAO) recently released a report reviewing the ATP program. The report identified several areas to improve the administration of the program, including many offered by this bill. It is time for a more rational approach that offers a simpler and more transparent application process, delivers bike and pedestrian safety improvements faster, and provides regions with a more predictable level of funding.

#### THIS BILL

SB 152 would make the following changes to ATP:

- Expedite bicycle and pedestrian improvements by shifting the responsibility for administering the metropolitan portion directly to MPOs and eliminates the need for each individual project to be allocated by the CTC. This is similar to how MPOs administer federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) federal funds.
- Modify the share of funds distributed by formula as follows:
  - Increase regional share from 40-percent to 75-percent (similar to the share of funds provided to regions in the State Transportation Improvement Program).
  - Hold rural and small areas near harmless by increasing their share of dedicated funding from 10-percent to 15-percent, a similar proportion they received of overall ATP funding in the last four cycles, while still allowing these areas to compete for the statewide share.

- Reduce the state's share from 50-percent to 10-percent and focus state share on transformative projects, consistent with the LAO recommendation.
- Increase reporting requirements from the regional agencies to CTC to determine the tangible benefits of the program and the impacts of the reforms.
- Allow bicycle and pedestrian counts to be paid for as part of a project's costs so as to provide better reporting of ATP project benefits.

## **SUPPORT**

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Metropolitan Transportation Commission (Sponsor)

## **FOR MORE INFORMATION**

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Estevan Ginsburg  
Office of Senator Jim Beall  
(916) 651-4015  
[estevan.ginsburg@sen.ca.gov](mailto:estevan.ginsburg@sen.ca.gov)

**Mono County LTC- YARTS Update**  
**04.08.19**

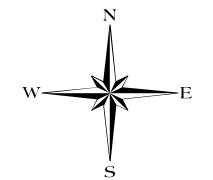
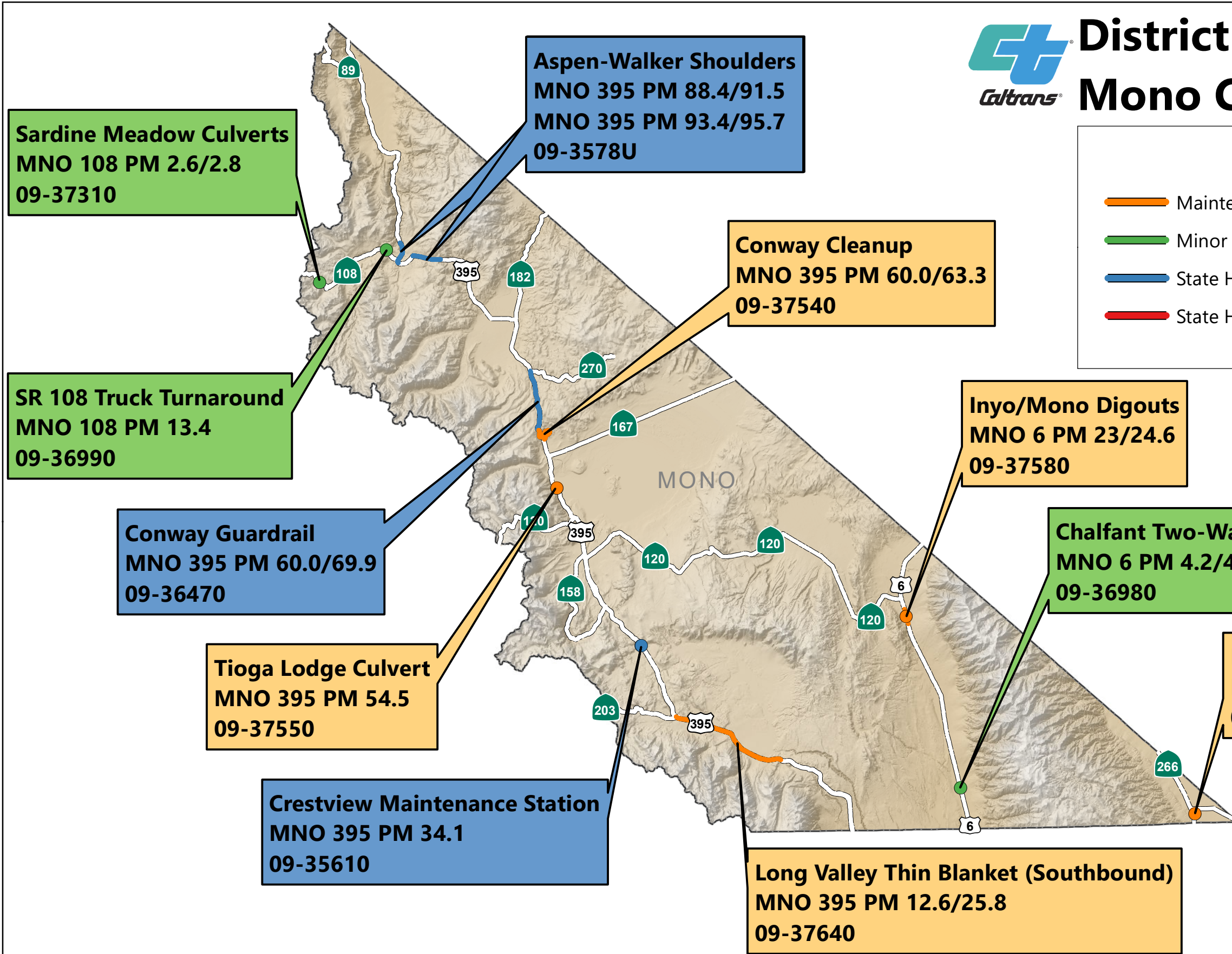
- YARTS finished its first year of free day service provided by a grant from the Federal Highway Administration's Federal Lands Access Program (FLAP). The first year of the program saw increases of over 400% in ridership when compared to the same days from the previous year. YARTS will provide free service on all NPS free gate days, plus an additional 6 days per year, through September 2020. Free day information can be found on the website at [www.yarts.com](http://www.yarts.com).
- YARTS was chosen as the 2018 - 2019 California Air Resources Board Profile Agency for the Low Carbon Transit Operations Program (LCTOP). YARTS received funding from LCTOP for Merced and Mariposa Counties to provide free and significantly reduced-cost tickets to residents in those counties. Over 4,000 riders took advantage of the service. YARTS will again operate the LCTOP program, starting July 1, 2019. Check [www.yarts.com](http://www.yarts.com) in June for more information.
- Staff has begun reviewing the Emergency Operations Plan for YARTS to determine how to make the service more effective during emergencies. This has been a challenging winter for YARTS and there have been instances where passengers cannot be reached with updated information. Once the review is complete it will be set to partners for input and rereleased.
- YARTS has partnered with United Airlines and Embark Aviation. When you fly United into Fresno Yosemite Airport or Mammoth Yosemite Airport, you can ride YARTS to the park for free. Airline passengers simply show their United Airlines boarding pass with Fresno (FAT) or Mammoth Lakes (MMH) as the destination to the driver upon boarding the bus. YARTS trip must take place within 14 days of airline trip.
- YARTS has continued its public-private partnership with General Mills Foods, Inc. and American Park Network through the Sampling Program. YARTS has been offering free Nature Valley granola bars on all its buses and at outreach events. Last year, Clif Bars were part of the Sampling Program and were very popular with riders on all corridors. Starting in October, either NutriGrain or Fiber One Bars will be part of the Sampling Program. This program provides over 500,000 healthy snack items to YARTS riders every year.
- Staff will be attending IPW in Anaheim in June. This is the largest annual tourism trade show in the world. Staff attended last year's event in Denver and was able to connect to travel and tourism companies from Brazil, Australia and China. So far, the Brazilian company has purchased over 450 tickets (summer season only), the Australian company has purchased around 200 tickets (summer season only) and the Chinese companies have purchased over 1500 tickets (year-round).
- YARTS will be applying for the Low or No Emission grant program to purchase 6 electric-diesel hybrid buses and for the Hybrid Zero emission Voucher program for the installation of charging stations at the YARTS bus yard in Merced. Look for a "greener" YARTS on Hwy 140.



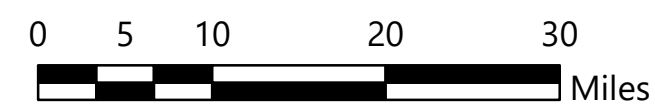
# District 9 2019 Construction Mono County

### Funding Program

- Maintenance
- Minor Program Projects
- State Highway Operation & Protection Program (SHOPP)
- State Highway Improvement Program (STIP)



CAPM= Capital Preventative Maintenance  
 ZEV= Zero Emission Vehicle Charging Station  
 AR= Asphalt Rubber  
 CIR= Cold In-Place Recycling  
 ADA= Americans with Disabilities Act  
 SRRA= Safety Roadside Rest Area  
 MGS= Midwest Guardrail System  
 PME= Polymer-Modified Emulsion



Information is subject to change.  
 Contact Florene Trainor (PIO)  
 with any questions. (760) 872-0603  
 Version Date: 03/25/2019

## Mono County Local Transportation Commission

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### LTC Staff Report

**TO:** Mono County Local Transportation Commission

**MEETING DATE:** April 8, 2019

**FROM:** Grady Dutton, TOML Public Works Director

**SUBJECT:** Town of Mammoth Lakes LTC Projects

**RECOMMENDATIONS:** Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

**FISCAL IMPLICATIONS:** n/a

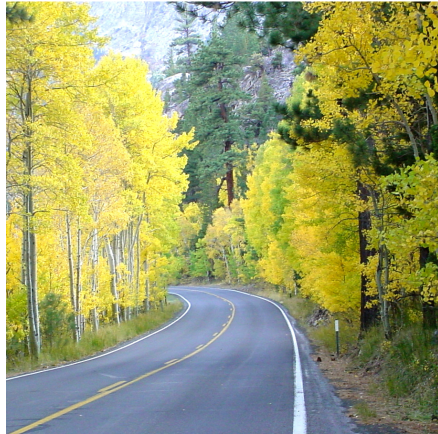
**ENVIRONMENTAL COMPLIANCE:** Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

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

**DISCUSSION:**

<b><u>PROJECT</u></b>	<b><u>Design Features</u></b>	<b><u>STATUS</u></b>
<b><i>Rt 203 (North Main St.) Sidewalk Safety Project</i></b> <i>STIP Funds</i>	Sidewalk on the north side of Main Street from Mountain Boulevard to Sierra Boulevard and from the Post Office to Forest Trail. Also on the south side from Laurel Mountain Road to Manzanita.	Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project was awarded on August 15 to Spiess Construction in the amount of \$3,098,671.55. Construction began in September 2018 with completion of the first phase (Post Office to Forest Trail) in early November 2018. The remainder will be constructed in 2019. Construction to begin in May, weather permitting and continue through September.





Quarterly Report

# MONO COUNTY PROJECTS

Spring 2019

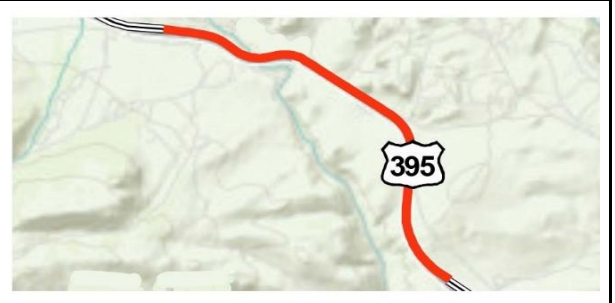
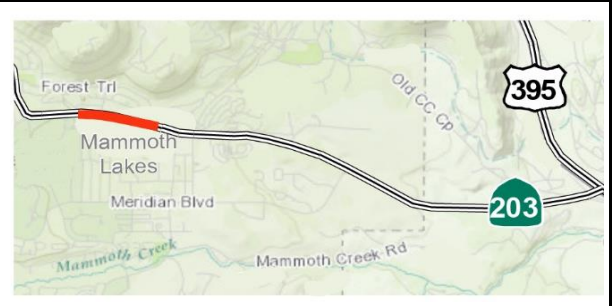
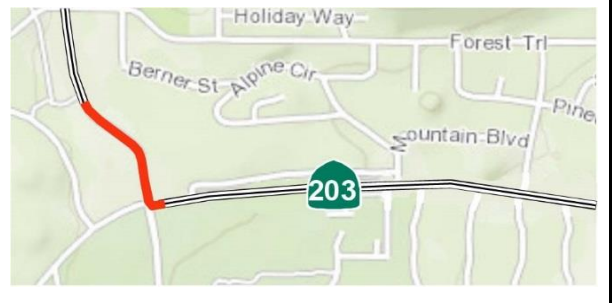
For project specific questions, please contact the appropriate Project Manager.

**Project Phase Acronyms:**



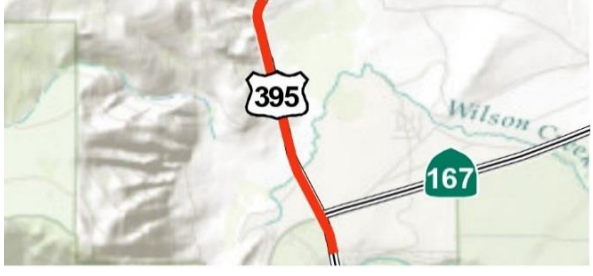

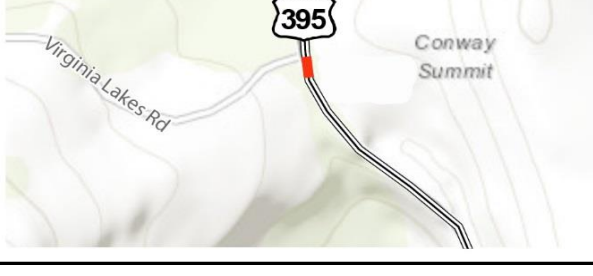

- ENV – Environmental
- CON – Construction
- TBD – To Be Determined

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

<b>Project Name:</b>	McNally Shoulders	EA# 36460
<b>Location:</b>	INY 6 PM 4.3/8.4, <b>MNO 6 PM 0.0/0.8</b>	
<b>Description:</b>	Widen shoulders to 8 feet.	
<b>Project Cost:</b>	\$6,185,000	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	9/26/2016
<b>CON</b>	100% Complete	10/1/2018
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b>	Chalfant Turn Lane	EA# 36980
<b>Location:</b>	MNO 6 PM 4.2/5.2	
<b>Description:</b>	Construct two-way left turn lane.	
<b>Project Cost:</b>	\$2,197,000	
<b>Current Phase:</b>	Design	
<b>ENV</b>	100% Complete	3/16/2018
<b>CON</b>	Expected start date	Fall 2019
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b>	W. Minaret Sidewalks	EA# 36530
<b>Location:</b>	MNO 203 PM 4.6/4.8	
<b>Description:</b>	Provide pedestrian and non-motorized facilities.	
<b>Project Cost:</b>	\$796,000	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	1/3/2017
<b>CON</b>	Began	Fall 2018
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b>	N. Main St. Sidewalk & Safety Project	EA# 36480
<b>Location:</b>	MNO 203 PM 4.8/5.3	
<b>Description:</b>	Provide pedestrian and non-motorized facilities.	
<b>Project Cost:</b>	\$2,150,000	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	2/25/2016
<b>CON</b>	100% Complete	7/18/2018
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b>	Lower Main Street Sidewalks	EA# 36690
<b>Location:</b>	MNO 203 PM 5.1/5.6	
<b>Description:</b>	Provide pedestrian and non-motorized facilities.	
<b>Project Cost:</b>	\$2,762,000 Complete Streets - \$1,250,000.	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	4/18/2018
<b>CON</b>	Began	Fall 2018
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b>	North Sherwin Shoulders	EA# 36070
<b>Location:</b>	MNO 395 PM 6.8/9.9	
<b>Description:</b>	Widen shoulders to 10 feet just south of Toms Place.	
<b>Project Cost:</b>	\$20,351,000	
<b>Current Phase:</b>	Design	
<b>ENV</b>	100% Complete	8/23/2018
<b>CON</b>	Expected start date	Spring 2021
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



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

<p><b>Project Name:</b> Crestview Maintenance Truck Shed EA# 36510</p> <p><b>Location:</b> MNO 395 PM 34.1</p> <p><b>Description:</b> A new truck shed at the Crestview MS.</p> <p><b>Project Cost:</b> \$4,763,000</p> <p><b>Current Phase:</b> Construction</p> <p>    <b>ENV</b> 100% Complete 10/31/2012</p> <p>    <b>CON</b> Expected completion date Summer 2019</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Lee Vining Rockfall EA# 33500</p> <p><b>Location:</b> MNO 395 PM 52.1/53.7</p> <p><b>Description:</b> Mitigate Mono Lake rockfall.</p> <p><b>Project Cost:</b> \$10,626,000</p> <p><b>Current Phase:</b> Revegetation</p> <p>    <b>ENV</b> 100% Complete 7/25/2013</p> <p>    <b>CON</b> Expected completion date Winter 2020</p> <p><b>Project Manager:</b> Dennee Alcala Ph# 760-872-0767</p>	
<p><b>Project Name:</b> Conway Ranch Shoulders EA# 36640</p> <p><b>Location:</b> MNO 395 PM 57.9/60.0</p> <p><b>Description:</b> Widen shoulders to 8 feet.</p> <p><b>Project Cost:</b> \$9,376,000</p> <p><b>Current Phase:</b> Planning</p> <p>    <b>ENV</b> Expected completion date 4/1/2020</p> <p>    <b>CON</b> Expected start date Spring 2023</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Conway Guardrail EA# 36470</p> <p><b>Location:</b> MNO 395 PM 60.0/69.9</p> <p><b>Description:</b> Remove &amp; upgrade guardrail.</p> <p><b>Project Cost:</b> \$5,217,000</p> <p><b>Current Phase:</b> Design</p> <p>    <b>ENV</b> 100% Complete 12/17/2017</p> <p>    <b>CON</b> Expected start date Spring 2019</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Virginia Lakes Turn Pocket EA# 36420</p> <p><b>Location:</b> MNO 395 PM 63.5</p> <p><b>Description:</b> Widen shoulders &amp; construct a NB left turn pocket.</p> <p><b>Project Cost:</b> \$5,114,000</p> <p><b>Current Phase:</b> Construction</p> <p>    <b>ENV</b> 100% Complete 12/21/2016</p> <p>    <b>CON</b> 100% Complete 9/26/2018</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Virginia Creek Shoulders EA# 36940</p> <p><b>Location:</b> MNO 395 PM 69.6 / 71.9</p> <p><b>Description:</b> Widen Shoulders.</p> <p><b>Project Cost:</b> \$13,554,000</p> <p><b>Current Phase:</b> Canceled</p> <p>    <b>ENV</b> Expected completion date N/A</p> <p>    <b>CON</b> Expected start date N/A</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	

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<b>Project Name:</b>	Sheep Ranch Shoulders	EA# 35080
<b>Location:</b>	MNO 395 PM 80.5/84.3	
<b>Description:</b>	Add 8 foot shoulders and treat 4 rockfall locations.	
<b>Project Cost:</b>	\$16,574,000	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	1/14/2015
<b>CON</b>	Expected completion date	Summer 2019
<b>Project Manager:</b>	Dennee Alcala	Ph# 760-872-0767



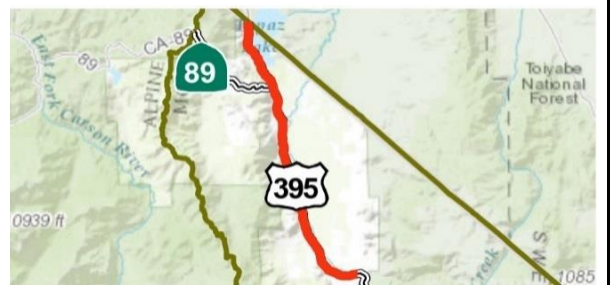
<b>Project Name:</b>	Aspen-Walker Shoulder Widening	EA# 3494U
<b>Location:</b>	MNO 395 PM 88.4/91.6, 93.4/95.7	
<b>Description:</b>	Widen shoulders from 2 to 8 feet, install rumble strip.	
<b>Project Cost:</b>	\$24,845,000	
<b>Current Phase:</b>	Design	
<b>ENV</b>	100% Complete	7/30/2017
<b>CON</b>	Expected start date	Spring 2019
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Sonora Jct Shoulders	EA# 36800
<b>Location:</b>	MNO 395 PM 91.6/93.7	
<b>Description:</b>	Widen shoulders	
<b>Project Cost:</b>	\$20,060,000	
<b>Current Phase:</b>	Planning	
<b>ENV</b>	Expected completion date	6/1/2021
<b>CON</b>	Expected start date	Spring 2023
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Walker CAPM	EA# 36430
<b>Location:</b>	MNO 395 PM 106.3/120.5	
<b>Description:</b>	Pavement recycle, Walker to Topaz.	
<b>Project Cost:</b>	\$15,880,000	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	2/25/2015
<b>CON</b>	100% Complete	10/27/2018
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Mono Mitigation Bank	EA# 36670
<b>Location:</b>	MNO Various	
<b>Description:</b>	Purchase riparian & wetland mitigation credits.	
<b>Project Cost:</b>	\$3,550,000	
<b>Current Phase:</b>	Right of Way	
<b>ENV</b>	100% Complete	2/7/2019
<b>CON</b>	Expected start date	Winter 2020
<b>Project Manager:</b>	Dennee Alcala	Ph# 760-872-0767

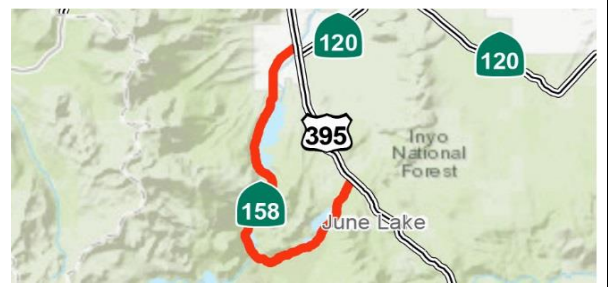


<b>Project Name:</b>	Lee Vining Rehab	EA#37430
<b>Location:</b>	MNO 395 PM 50.8/55.7	
<b>Description:</b>	Rehabilitate pavement, drainage, upgrade ADA.	
<b>Project Cost:</b>	TBD	
<b>Current Phase:</b>	Planning	
<b>ENV</b>	Expected completion date	Spring 2022
<b>CON</b>	Expected start date	Summer 2024
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



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<b>Project Name:</b>	June Lake CAPM	EA#37440
<b>Location:</b>	MNO 158 PM 0.0/15.8	
<b>Description:</b>	Rehabilitate pavement.	
<b>Project Cost:</b>	\$38,443,000	
<b>Current Phase:</b>	Planning	
<b>ENV</b>	Expected completion date	Summer 2022
<b>CON</b>	Expected start date	Spring 2026
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Bridgeport Rehab	EA#37460
<b>Location:</b>	MNO 395 PM 76.0/80.6	
<b>Description:</b>	Rehabilitate pavement, drainage, upgrade ADA.	
<b>Project Cost:</b>	\$17,671,000	
<b>Current Phase:</b>	Planning	
<b>ENV</b>	Expected completion date	Summer 2022
<b>CON</b>	Expected start date	Spring 2026
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



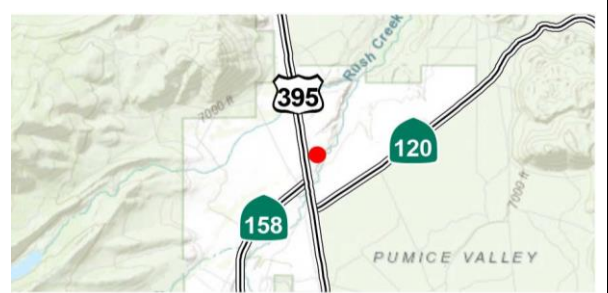
<b>Project Name:</b>	Rock Creek Rehab	EA#37880
<b>Location:</b>	MNO 395 PM 9.0/R13.0	
<b>Description:</b>	Rehabilitate pavement and drainage.	
<b>Project Cost:</b>	TBD	
<b>Current Phase:</b>	Planning	
<b>ENV</b>	Expected completion date	Winter 2022
<b>CON</b>	Expected start date	Summer 2027
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Cemetery CAPM	EA#37870
<b>Location:</b>	MNO 395 PM 55.7/58.2	
<b>Description:</b>	Rehabilitate pavement.	
<b>Project Cost:</b>	TBD	
<b>Current Phase:</b>	Planning	
<b>ENV</b>	Expected completion date	Winter 2022
<b>CON</b>	Expected start date	Summer 2027
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Baseline Pit	EA#36560
<b>Location:</b>	MNO 395 PM 46.5	
<b>Description:</b>	Material Site Reclamation	
<b>Project Cost:</b>	\$96,000	
<b>Current Phase:</b>	Construction	
<b>ENV</b>	100% Complete	8/1/2018
<b>CON</b>	Expected completion date	Spring 2019
<b>Project Manager:</b>	Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b>	Mono Chain Up	EA# 36660
<b>Location:</b>	MNO Various	
<b>Description:</b>	Construct and improve chain control turnouts.	
<b>Project Cost:</b>	\$7,025,000	
<b>Current Phase:</b>	Environmental	
<b>ENV</b>	Expected completion date	Fall 2019
<b>CON</b>	Expected start date	Summer 2021
<b>Project Manager:</b>	Dennee Alcalá	Ph# 760-872-0767



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<b>Project Name:</b>	D9 End Treatments	EA# 36770
<b>Location:</b>	MNO, INY, KER, and SBD Various	
<b>Description:</b>	End Treatments	
<b>Project Cost:</b>	\$4,562,000	
<b>Current Phase:</b>	Environmental	
<b>ENV</b>	Expected completion date	Fall 2019
<b>CON</b>	Expected start date	Spring 2021
<b>Project Manager:</b>	Dennee Alcalá	Ph# 760-872-0767

