

**Mono County Local Transportation Commission  
2022 Regional Transportation Improvement  
Program**

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**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - 2022**  
**Mono County Local Transportation Commission**

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## **A. OVERVIEW AND SCHEDULE**

### **Section 1. Executive Summary**

This RTIP has been developed in partnership with District 9, Inyo County and Town of Mammoth Lakes / Mono County. RTIP emphasis is to continue the backlog (fix it first) of local projects and continue to move forward with our regional MOU projects once fiscal resources improve for all the MOU partners.

*Mono County LTC proposes one new project, Benton Crossing Road rehab phase 1, and amends one current project, Eastside Lane rehab phase 2 PPNO 2676.*

### **2022 RTIP PROJECT PRIORITIES**

Staff used input from our local Regional Planning Advisory Groups (RPACs), Commission, District 9, and Town / County agencies in developing the 2022 RTIP. The Commissions' 2022 core priorities:

- 1) Adopt a successor MOU and continue to move forward with our MOU commitments on the 395/14 corridor,
- 2) Provide funds for local County or Town of Mammoth Lakes projects before the next funding period (2024 RTIP),
- 3) Leverage SB 1 funding to the greatest extent possible for local street and road monitoring, preventative maintenance and repair efforts, and
- 4) Do not program negative share balances unless absolutely necessary.

Mono County proposes one new project

### **Section 2. General Information**

#### **Regional Agency Name**

Mono County Local Transportation Commission

#### **Agency website links for**

#### **Regional Transportation Improvement Program (RTIP)**

- <https://monocounty.ca.gov/ltc>

#### **Regional Transportation Plan (RTP)**

- <https://monocounty.ca.gov/ltc>

#### **Regional Agency Website Link:**

- <https://monocounty.ca.gov/ltc>

#### **Regional Agency Contact Information**

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**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25-year period.

The RTP is based on all reasonably anticipated funding, including federal, state and local sources. The 2019 RTP will be updated every 4 years, and the RTP is developed through an extensive public participation process in our region and reflects the unique mobility, sustainability, and air quality needs of Mono County, Town of Mammoth Lakes, Eastern Sierra Transit Authority, and our regional MOU partners.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

The Mono County Local Transportation Commission (Mono County LTC) has historically placed an emphasis on completing four-lane projects on the SR 14 / US 395 through our region to increase safety and drivability between Southern California population centers and the Eastern Sierra. Since 1998, the Mono County LTC has entered into various MOU partnerships with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino County Transportation Authority to leverage Interregional Transportation Improvement Program funds. The Mono County LTC has partnered with Caltrans District 9 to accomplish this goal. Unfortunately for this funding cycle, we are not able to program additional components on the Freeman Gulch segments 2 and 3 or the North Conway Truck Climbing Lane with our MOU partners.

SB 1 funds now provides the Town and County with the following options:

- Better utilization of limited staff resources,
- Flexibility in completing preconstruction phases without the use of RTIP funds and using RTIP for construction purposes,
- More options for interim maintenance treatments that extend the life of existing transportation infrastructure through pavement management and other quantitative programs,
- Allows the County to better implement their five-year Road Capital Improvement Program (CIP), and
- The CIP is an important decision tool for programming RTIP funds.

**Section 4. Completion of Prior RTIP Projects**

Provide narrative on projects completed or nearing completion between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

Projects completed since the 2020 RTIP are two road rehabilitation projects listed below.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements / Benefits</b>
Airport Road Rehabilitation PPNO 2603	Rehab roadway and bike lanes	Safety, Reduction of distressed lane miles, & Multi Modal
Eastside Lane phase 1 rehab PPNO 2605	Roadway rehabilitation	Safety, & Reduction of distressed lane miles

## **Section 5. RTIP Outreach and Participation**

### A. RTIP Development and Approval Schedule

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Mono County RTIP Hearing	December 9, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing Date – South Hearing	January 30, 2022
CTC STIP Hearing Date – North Hearing	February 6, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 25-26, 2022

### B. Public Participation / Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP.

The Mono County LTC considered priorities and RTP policies for the development of its 2022 RTIP at public workshops on August 8, October 18, and November 8, 2021. In addition, Mono County presented potential projects under consideration for comment to various Regional Planning Advisory Committee's and a Citizen Advisory Committee in the summer and fall of 2021. The Commission's priorities are based on the STIP Guidelines and RTP policies. These priorities are:

- 1) Continue to move forward with a successor MOU on the 395/14 corridor as funding permits,
- 2) Provide funds for a local County and/or Town of Mammoth Lakes projects before the next funding period (2024 RTIP),
- 3) Leverage SB 1 funding to the greatest extent possible for all preconstruction activities, and
- 4) Do not program negative share balances.

Since the Town of Mammoth Lakes programmed in the 2021 Mid-Cycle STIP, the County of Mono is submitting a project for RTIP funding. At a public hearing on November 8, 2021, the Mono County LTC approved the 2022 RTIP submittal.

C. Consultation with Caltrans District (Required per Section 17)

Mono County LTC works very closely with District 9 staff on the programming of RTIP projects.

Mono County LTC and Caltrans District 9 staff discussed possible projects for the 2022 RTIP but given the lack of available funds in the ITIP and MOU match percentages required with Inyo County LTC, Kern COG and Mono County LTC Freeman Gulch segments 2 and 3 and the North Conway Truck Climbing Lane will not be funded in this cycle. LTC staff also discussed the upcoming STIP cycle with the Eastern California Transportation Planning Partnership. This group includes staff from Mono County LTC, Kern Council of Governments, San Bernardino County Transportation Authority, and Caltrans District 9. All of the parties involved are currently working on a successor agreement to the current MOUs.

**B. 2022 STIP REGIONAL FUNDING REQUEST**

**Section 6. 2022 STIP Regional Share and Request for Programming**

A. 2022 Regional Fund Share Per STIP Fund Estimate

The Mono County LTC target share for the 2022 STIP is \$5,124 million with an additional amount from Sacramento Area Council of Governments (SACOG) of \$105 thousand. Mono County exchanged our Federal Highway Improvement Program funds for SACOG STIP funds.

B. Summary of New Programming – Insert information in table below

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount (1,000s)</b>
Benton Crossing Road Phase 1 rehabilitation	Rehab approximately	Const - \$5,079
Mono County LTC Planning, Programming, & Monitoring	Plan, Program, & Monitor transportation projects	Const - \$75
	<b>Total new programming</b>	\$ 5,154
	<b>Target Share</b> (with \$105 from SACOG)	\$ 5,229
	<b>Proposed Share Balance</b>	\$75

**Section 7. Overview of other funding included with delivery of new Regional Improvement Program (RIP) projects.**

- 1) Mono County Benton Crossing Road Phase 1 rehabilitation will use SB1 funds for all preconstruction components.

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
							-
1) Mono County, Benton Crossing Road Phase 1 rehabilitation	5,079			1,100			6,179
2) Planning Programming and Monitoring	75						-
							-
							-
							-
							-
							-
							-
<b>Totals</b>	<b>5,154</b>	<b>-</b>	<b>-</b>	<b>1,100</b>	<b>-</b>	<b>-</b>	<b>6,254</b>

**Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state’s economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

There is no new funding requested in the 2022 ITIP.

**Section 9. Projects Planned Within the Corridor**

Provide a description of the project’s impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.



The new local project is fix it first on existing roadways. The Benton Crossing Road Phase 1 rehabilitation project will provide bicycle lanes on this section of county roadway. There are no projects planned on the state system in the 2022 RTIP.

## C. RELATIONSHIP OF RTIP TO RTP AND BENEFITS OF RTIP

### **Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted sustainable communities strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

#### *Resource-Efficient Transportation System/Greenhouse Gas Reduction*

*Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference into the RTP; policies and objectives included in the Plan have been included in the policy section of the 2019 RTP.*

Use the following table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second table B1(a) may be used in addition or as a replacement to B1. Table B1(a) is included on the next page.

<b>Table B1 Evaluation – Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	NA	NA
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Infrastructure Condition	Percent of distressed state highway lane-miles	In process	1 year
	Pavement Condition Index (local streets and roads)	In process	1 year
	Number of highway bridge in need of replacement or rehabilitation (sufficiency rating of 80 or below)	In process	1 year
	Percent of transit assets that have surpassed the FTA useful life period	NA	NA
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
Safety	Fatalities and serious injuries per capita	NA	NA
	Fatalities and serious injuries per VMT	NA	NA
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA
	Mean commute travel time (to work or school)	NA	NA
Environmental Sustainability	Change in acres of agricultural land	NA	NA
	CO <sub>2</sub> emissions reduction per capita	NA	NA

<b>Table B1(a) Evaluation Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled per capita	NA	NA
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Transit	Total operating cost per revenue mile	In process	1 year
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	In process	1 year
	Pavement Condition Index (local streets and roads)	In process	1 year
Economic Vitality	Total accident cost per capita and VMT	NA	NA
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	NA	NA

If Part A tables B1 and/or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

<b>Performance Measures in 2022 Mono County RTP</b>
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The following performance measures have been identified for the Mono County RTP.

1 Desired Outcome: COST EFFECTIVENESS  
Performance Measure: Transit Farebox Recovery Ratio.  
Objective: Maintain farebox recovery ratios at or above 10%.  
Measurement Data: Monthly farebox recovery ratios for Eastern Sierra Transit Authority.  
Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2 Desired Outcome: CUSTOMER SATISFACTION/CONSENSUS  
Performance Measure: Public Participation in Transportation Planning.  
Objective: Maintain high levels of public participation in transportation planning process for state and local projects.  
Measurement Data: Transportation planning/projects are reviewed by public prior to adoption.  
Performance Indicator: Consensus occurs on majority of transportation planning/projects.

3 Desired Outcome: ENVIRONMENTAL QUALITY  
Performance Measure: Air Quality/Air Emissions.  
Objective: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.

Measurement Data:	Existing air quality data from GBUAPCD.
Performance Indicator:	Air quality data from GBUAPCD.
4 Desired Outcome:	ENVIRONMENTAL QUALITY
Performance Measure:	Environmental Protection and Enhancement.
Objective:	Fully analyze environmental impacts, short-term and long-term, of transportation decisions. Avoid or mitigate impacts and implement environmental enhancements where possible.
Measurement Data:	Environmental standards in local planning documents.
Performance Indicator:	Environmental documentation required to meet state and federal standards is adopted by local planning entities.
5 Desired Outcome:	MOBILITY ON AVIATION SYSTEM
Performance Measure:	Airport Usage Data.
Objective:	Expand accessibility to the airports in the county and increase usage at those airports.
Measurement Data:	Airport usage data provided by FAA, Mono County Public Works Department, and Town of Mammoth Lakes Public Works Department.
Performance Indicator:	Evaluation of the change in airport usage at time of the next RTP update.
6 Desired Outcome:	MOBILITY ON TRANSIT SYSTEMS
Performance Measure:	Ridership.
Objective:	Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).
Measurement Data:	Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).
Performance Indicator:	Evaluation of the change in ridership at time of the next RTP update.
7 Desired Outcome:	MOBILITY/ACCESSIBILITY ON NON-MOTORIZED FACILITIES
Performance Measure:	Mileage of non-motorized facilities and linkages provided between different segments of non-motorized facilities.
Objective:	By 2025, the mileage of non-motorized facilities in the county should increase by 10%. Linkages should be developed between non-motorized facilities both within communities and between communities.
Measurement Data:	Inventory of non-motorized facilities and linkages.
Performance Indicator:	Updated mileage data for non-motorized facilities and linkages between those facilities.
8 Desired Outcome:	MAINTAIN EXISTING INFRASTRUCTURE – BRIDGES AND ROADWAYS IN GOOD CONDITION
Performance Measure:	Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index
Objective:	Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming.
Measurement Data:	Maintain roadways to not less than a PCI rating of five or greater
Performance Indicator:	Update all pavement conditions via PMS/AMS every two years.
9 Desired Outcome:	LIVABILITY OF LOCAL COMMUNITIES ECONOMIC WELL-BEING OF LOCAL COMMUNITIES
Performance Measure:	Livable community design standards/projects for roads that serve as Main Street in communities.

Objective:	Integrate livable community design standards into the transportation planning process and implement livable community design projects.
Measurement Data:	Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.
Performance Indicator:	Evaluation of number of livable community projects implemented by next update of the RTP.
10 Desired Outcome:	SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES
Performance Measure:	Resource-efficient design standards/projects for transportation system projects.
Objective:	Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.
Measurement Data:	Greenhouse gas (ghg) emissions, including indicators such as fuel consumption and vehicle miles traveled.
Performance Indicator:	Evaluation of reduction in ghg emissions and/or related indicators compared to the 2010 baseline.
11 Desired Outcome:	REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE
Performance Measure:	Reduce reported vehicle/wildlife collisions.
Objective:	Continue to research methods for reducing Deer-Vehicle Collisions (DVC) and support the wildlife crossings projects, including the Long Valley Highway 395 crossings project.
Measurement Data:	Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.
Performance Indicator:	Evaluate number of potential projects during 2022 RTP update process.
12 Desired Outcome:	EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS
Performance Measure:	Increase the number of days mountain passes are open to the public for recreation and/or trans-Sierra travel.
Objective:	Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public and collaborate with the National Park Service and Caltrans on operating procedures.
Measurement Data:	Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.-
Performance Indicator:	The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amount

## **Section 11. Regional and Statewide Benefits of RTIP**

In order to demonstrate maximum benefit of the programming requested in this 2022 RTIP, the Mono County Local Transportation Commission has evaluated the projects included in this 2022 RTIP, with the purpose of demonstrating how effective the RTIP is in achieving the goals, objectives, and standards that have been established in the Mono County Regional Transportation Plan (RTP). In addition, the State Transportation Improvement Program (STIP) Guidelines also require that projects included in this RTIP against measures of performance and cost effectiveness. For purposes of measuring performance and cost-effectiveness, the STIP Guidelines provide specific criteria with which to evaluate the RTIP.

The new local road rehabilitation project is proposed for the 2022 RTIP. A list of existing RTP policies on the Regional Benefits are listed below.

### **Chapter 4 Regional Policy Element of the RTP:**

**Policy 1.C.** Plan and implement a transportation and circulation system that supports the county Land Use objectives of concentrating development in community areas.

**Objective 1.C.1.** Accommodate future circulation and transit demand by using existing facilities more efficiently, or improving and expanding them before building new facilities

**Objective 1.C.2.** As transportation funding and maintenance dollars continues to be flat (or negative), consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

**Time frame:** Ongoing over the 20-year time frame of this plan; review compliance every four years with update of RTP; review funding with current STIP Transportation Improvement Program cycle.

**Policy 9.A.** Enhance the safety of the countywide road system.

**Objective 9.A.1.** Support projects on local roads that upgrade structural adequacy, consistent with Caltrans standards and county Road Standards.

**Time frame:** Ongoing over the 20-year time frame of this project.

**Policy 9.C.** Ensure that the County's multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

**Action 9.C.1.** Use the CIP to establish improvement priorities and scheduling for transportation system improvement. Prioritize improvement needs based on the premise that maintenance, rehabilitation, and reconstruction of the existing system have first call on available funds.

**Time frame:** Ongoing over the 20-year time frame of this project; review every two years with update of the STIP.

**Policy 9.D.** Local roads shall be engineered using system performance criteria (safety, cost, volume, speed, travel time).

**Objective 9.D.1.** Require new development to comply with the County Road Improvement Standards as a condition of project approval. The Public Works Department shall work with developers to meet this objective where appropriate.

**Time frame:** Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Based on the qualitative evaluations of the projects in the RTIP against the performance indicators provided by the Commission and the goals and objectives identified in the Mono County RTP, the

2022 RTIP is consistent with and effective in achieving the goals and objectives of the Mono County RTP.

**D. PERFORMANCE AND EFFECTIVENESS OF RTIP**

**Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)**

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

<b>Table B2 Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollars invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (indicate timeframe)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	PM 2,4, & 8	PMS sys is updated every 2 years
	Improve Pavement Condition Index (local streets and roads)	PM 2,4, & 8	PMS sys is updated every 2 years
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO <sub>2</sub> emissions reduction per capita		

<b>Table B2(a)</b>			
<b>Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected Performance (indicate timeframe)</b>
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	PM 2,4, & 8	PMS sys is updated every 2 years
	Change in Pavement Condition Index (local streets and roads)	PM 2,4, & 8	PMS sys is updated every 2 years
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

<b>Table B3 – Regional Level Performance Evaluation of Project(s) for consistency with the Regional Transportation Plan</b>				
<b>Project</b>	<b>Performance Indicator</b>	<b>Section 19 Criterion</b>	<b>Mono County RTP Performance Measures (PM)</b>	<b>Goals/Objectives of RTP</b>
Benton Crossing Road – Phase 1	Safety	Reduce fatalities and serious injuries per VMT	3,4,8,9,10	various
Benton Crossing Road – Phase 1	Mobility	Reduced accidents/fatalities	3,4,8,9,10	various
Benton Crossing Road – Phase 1	Infrastructure Condition	Change in Pavement Condition Index (local streets and roads)	2,4,8	various



### **Section 13. Project Specific Evaluation (Required per Section 19)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, within the STIP Guidelines (page 11). The evaluation of how the RTIP advances the goals and objectives of the Regional Transportation Plan is listed in Table B3 on page 16.

A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15 of the RTIP Template).

### **E. DETAILED PROJECT INFORMATION**

#### **Section 14. Overview of Projects Programmed with RIP Funding**

Provide summary of projects programmed with RIP funding including maps in the text field below as required per of the STIP Guidelines.

- The Project Study Report and a map of the project area for Benton Crossing Road Rehabilitation Project phase 1 is attached.

### **F. APPENDICES**

**Section 15. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2020 STIP, or a new project.

**Section 16. Board Resolution or Documentation of 2022 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

**Section 18. Detailed RTIP Programming Summary Table**

## Mono County Local Transportation Commission

- Project Study Report and ePPR for Benton Crossing Road Rehabilitation Phase 1
- Project Study Report and ePPR for amendment to Eastside Lane, Phase 2 Rehab (PPNO 2676)
  - ePPR for Mono County LTC PPM funding

**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

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**PROJECT STUDY REPORT  
(LOCAL REHABILITATION)  
(For STIP Projects off the State Highway System)**

Responsible Agency: **County of Mono**  
Project Name: **Benton Crossing Road Rehabilitation Project – Phase 1**

APPROVED

  
Paul Roten, Mono County Engineer

**1. Transportation Problem**

The Benton Crossing Road has been monitored using Mono County’s Pavement Management System. The condition of portions of Benton Crossing have deteriorated to a point that rehabilitation is needed. Benton Crossing Road is classified as Minor Arterial, providing access between State Highway 395 and State Highway 120. Thus, the road provides critical access between the community of Benton and the Highway 395 corridor north of Bishop.

**2. Route – Location – (Post Mile):**

Westerly 7 miles of Benton Crossing Road.

**3. Description of Project Limits**

Project includes the westerly portion of Benton Crossing Road starting at the Highway 120 intersection and moving west approximately 7 miles.

**4. Description of Project Scope**

The project will rehabilitate approximately 7 miles of existing asphalt pavement roads and replace existing paint striping and paint markings. The existing road pavement will be widened 6 feet (3 feet each side) to provide paved shoulders.

**5. Functional Classification/Federal-aid System**

Federal-aid Highways

- |   |  |
|---|--|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial        |
| <input type="checkbox"/> Urban Minor Arterial     | <input checked="" type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector          | <input type="checkbox"/> Rural Major Collector           |

Highways ineligible for Federal-aid

- |                                      |  |
|--------------------------------------|--|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
|                                      | <input type="checkbox"/> Rural Local           |

Federal-aid System

On the National Highway System? Yes \_\_\_ No X

**6. Environmental Status**

Environmental Document Type (CEQA): Categorical Exemption (NEPA): Categorical Exclusion

Anticipated Completion Date May 2023

Environmental Issues: None expected

**Project Study Report (Local Rehabilitation)**  
**(For STIP Projects off the State Highway System)**

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**7. Traffic Data** (Estimated)

Current ADT: Varies < 1,000  
 % Trucks: 5%  
 Current Design Hourly Volume: 100

**8. Roadway Geometric Information**

Will this project change existing geometrics? Yes \_\_\_\_\_ No X  
 If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing	-	2	11	1	1	-
**Proposed	-	2	11	4	4	-
Min. 3R or Local Stds.***						

\* Enter EXISTING information (Expand as needed, for varied geometrics.)  
 \*\* Enter PROPOSED information (Expand as needed, for varied geometrics.)  
 \*\*\* Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

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**9. Structure Information**

Is bridge rehabilitation work included in this project? Yes \_\_\_\_\_ No X  
 If no, skip this section.  
 If 3R Standards for bridge width are not being met, briefly explain why:

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Funding source of bridge rehabilitation (if not STIP) \_\_\_\_\_

**10. Condition of Existing Facility** (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor. Road pavement is in critical need of rehabilitation.

**11. Pavement Rehabilitation**

Is any work on existing pavement included in this project? Yes X No \_\_\_\_\_  
 If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No \_\_\_\_\_  
 If work will not extend the service life for a least 10 years, briefly explain why:

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Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)  
PMS Strategy and local procedures.

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**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, increased frequency of vehicular accidents. Pedestrian and cyclist hazards.

<b>12. Cost Estimate Breakdown</b>		<b><u>Cost</u></b>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<b><u>\$ 60,000</u></b>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<b><u>\$ 50,000</u></b>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		<b><u>\$0</u></b>
 <u>CONSTRUCTION</u>		
	<u>Lane-Miles</u>	
<u>Pavement Structural Section Work</u>		
Hot Mix Asphalt	14.0	\$ 2,760,736
Other AC		
Excavation / Embankment		\$ 442,200
Base materials		
Shoulder backing	14.0	\$ 106,128
Other structural section work (Identify)	14.0	\$ 589,602
(Grind-Pulverize)		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe)		
 <u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$ 67,500
<u>Traffic Paint Stripes and Markings</u>		\$ 54,014
<u>Other</u> (Mobilization Cost, Water Pollution Control, Survey Monuments, etc.)		\$ 396,342
	SUBTOTAL	\$ 4,416,522
	10% Contingency	\$ 441,652
	TOTAL CONSTRUCTION COST	\$ 4,858,174
	Construction Engineering	\$ 220,826
	TOTAL CONSTRUCTION COMPONENT COST	<b><u>\$ 5,079,000</u></b>

**13. Scheduling**

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	07/2022	05/2023
Plans, Specifications, and Estimate	06/2023	05/2024
Right of Way	05/2023	06/2023
Construction	07/2024	04/2026

**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

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**14. Other Agencies Involved:** (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans Encroachment Permit, Lahontan Regional Water Quality Control Board

**15. Other Considerations**

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Consistent with Mono County General Plan

**16. Proposed Funding**

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$ 60,000	\$0	\$ 60,000
Plans, Specifications and Estimate	\$ 50,000	\$0	\$ 50,000
Right of Way (including support)		\$0	\$0
Construction (including support)		\$ 5,079,000	\$ 5,079,000
Total	\$ 110,000	\$	\$ 5,189,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

N/A

**17. List of Attachments**

1. Project Programming Request
2. Exhibit 1 - Vicinity Map
3. Exhibit 2 - Project Location Map
4. Exhibit 3 – Benton Crossing Existing Road Section
5. Exhibit 4 – Benton Crossing Proposed Road Section

**18. Report Preparation**

Prepared by:

Paul Roten, P.E.

Date:

November 2, 2021

This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



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November 2, 2021

*DATE*

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/01/2021 16:27:22
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09				Caltrans District 9	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Mono					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Chad Senior			760-924-1812	csenior@mono.ca.gov	

**Project Title**

Benton Crossing Road Rehabilitation Project - Phase 1

**Location (Project Limits), Description (Scope of Work)**

Near the community of Benton, on Benton Crossing Road from the intersection of Highway 120 moving southwest approximately 7 miles. The project will rehabilitate the existing asphalt pavement road and replace existing paint striping and paint markings. The existing road pavement will be widened 6 feet (3 feet each side) to provide paved shoulders.

Component	Implementing Agency
PA&ED	Mono County
PS&E	Mono County
Right of Way	Mono County
Construction	Mono County

**Legislative Districts**

Assembly:	5	Senate:	8	Congressional:	8
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/02/2021	
Begin Environmental (PA&ED) Phase		07/01/2022
Circulate Draft Environmental Document <span style="float: right;">Document Type CE/CE</span>		12/01/2022
Draft Project Report		01/02/2023
End Environmental Phase (PA&ED Milestone)		05/01/2023
Begin Design (PS&E) Phase		06/02/2023
End Design Phase (Ready to List for Advertisement Milestone)		05/01/2024
Begin Right of Way Phase		05/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		06/01/2023
Begin Construction Phase (Contract Award Milestone)		07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		10/01/2025
Begin Closeout Phase		10/01/2025
End Closeout Phase (Closeout Report)		04/01/2026

Date 12/01/2021 16:27:22

**Purpose and Need**

Based on Mono County's Pavement Management System, the portion of Benton Crossing Road is at a level where road rehabilitation is necessary to restore adequate road quality. The existing road presents problems with road safety, ride quality, and damage to vehicles. The project will correct these issues by providing a new road surface.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	14



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Date 12/01/2021 16:27:22

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**Additional Information**

Preliminary engineering (PA&ED), ROW, and PS&E will be funded using Mono County SB1/RMRA funds. Construction and Construction Engineering will be funded entirely by the STIP (federal funds).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	60	40	20
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
09	Mono				

Project Title  
 Benton Crossing Road Rehabilitation Project - Phase 1

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Mono County
PS&E									Mono County
R/W SUP (CT)									Mono County
CON SUP (CT)									Mono County
R/W									Mono County
CON									Mono County
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		60,000						60,000	
PS&E			50,000					50,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,079,000				5,079,000	
<b>TOTAL</b>		60,000	50,000	5,079,000				5,189,000	

Fund #1: IIP - STIP - Federal/State (Uncommitted) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Mono County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,079,000				5,079,000	
<b>TOTAL</b>				5,079,000				5,079,000	

Fund #2:	Local Funds - Local Transportation Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Mono County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)		60,000						60,000	
PS&E			50,000					50,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		60,000	50,000					110,000	

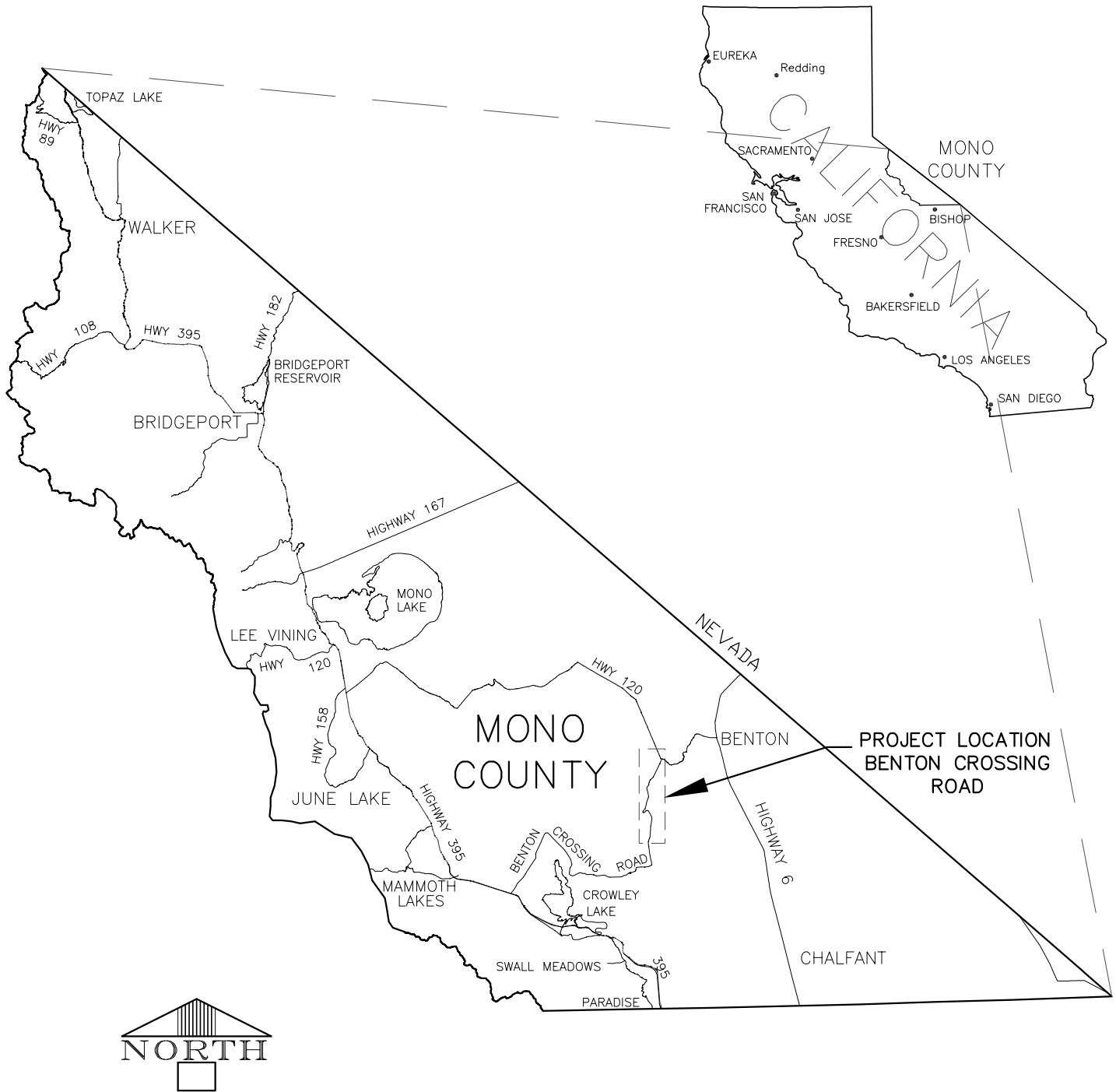


EXHIBIT 1

BENTON CROSSING ROAD REHABILITATION PROJECT  
PHASE 1

VICINITY MAP

Sheet  
1 OF 1

DATE: 09/27/21



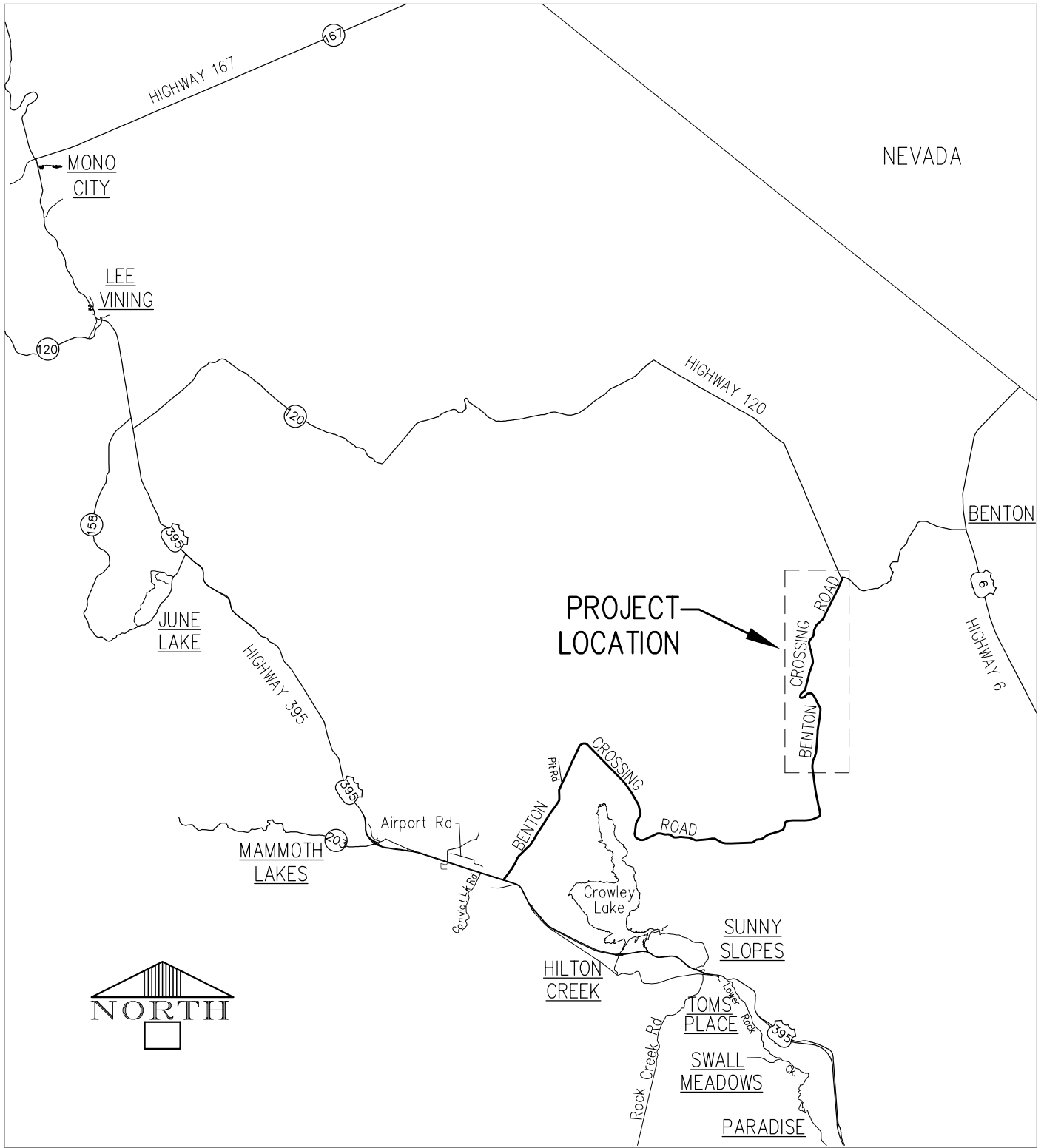
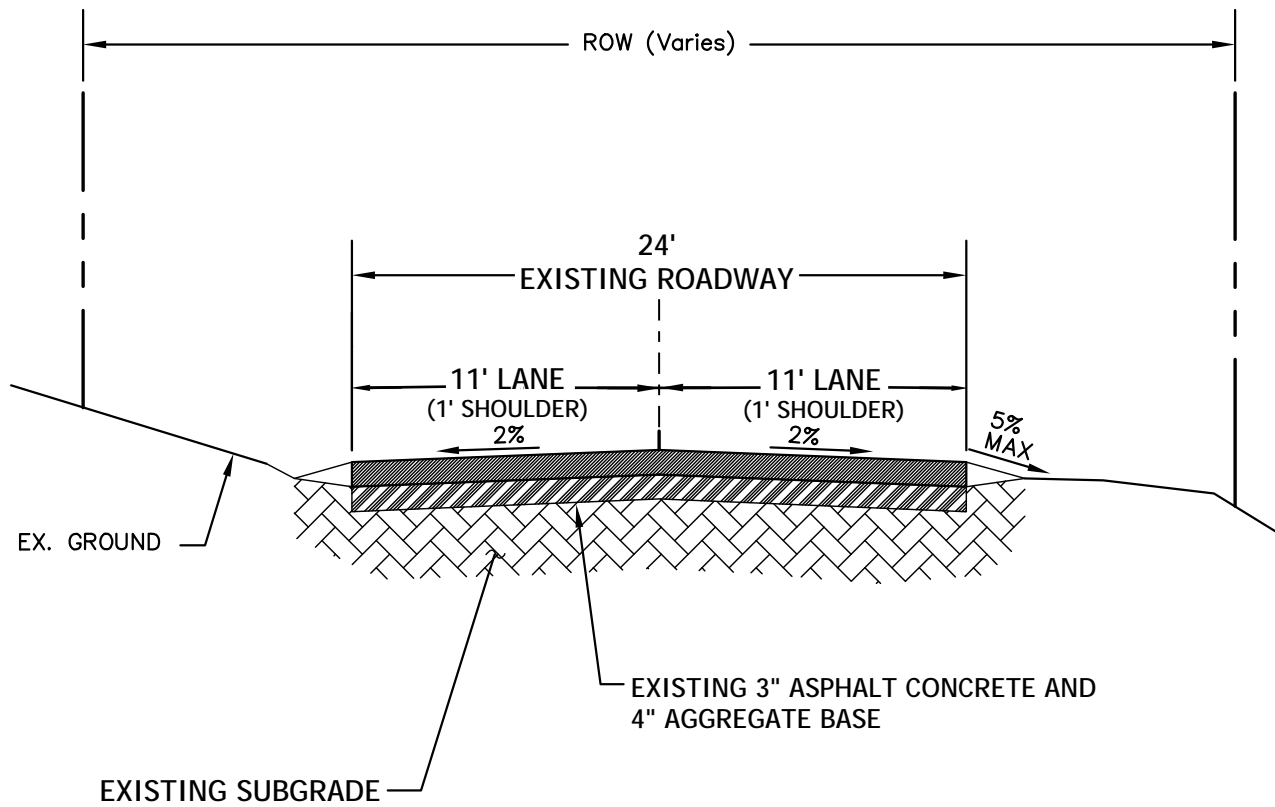


EXHIBIT 2  
 BENTON CROSSING ROAD REHABILITATION PROJECT  
 PHASE 1

PROJECT LOCATION MAP

Sheet  
 1 OF 1

DATE: 09/27/21



BENTON CROSSING ROAD  
EXISTING ROAD SECTION

N.T.S.

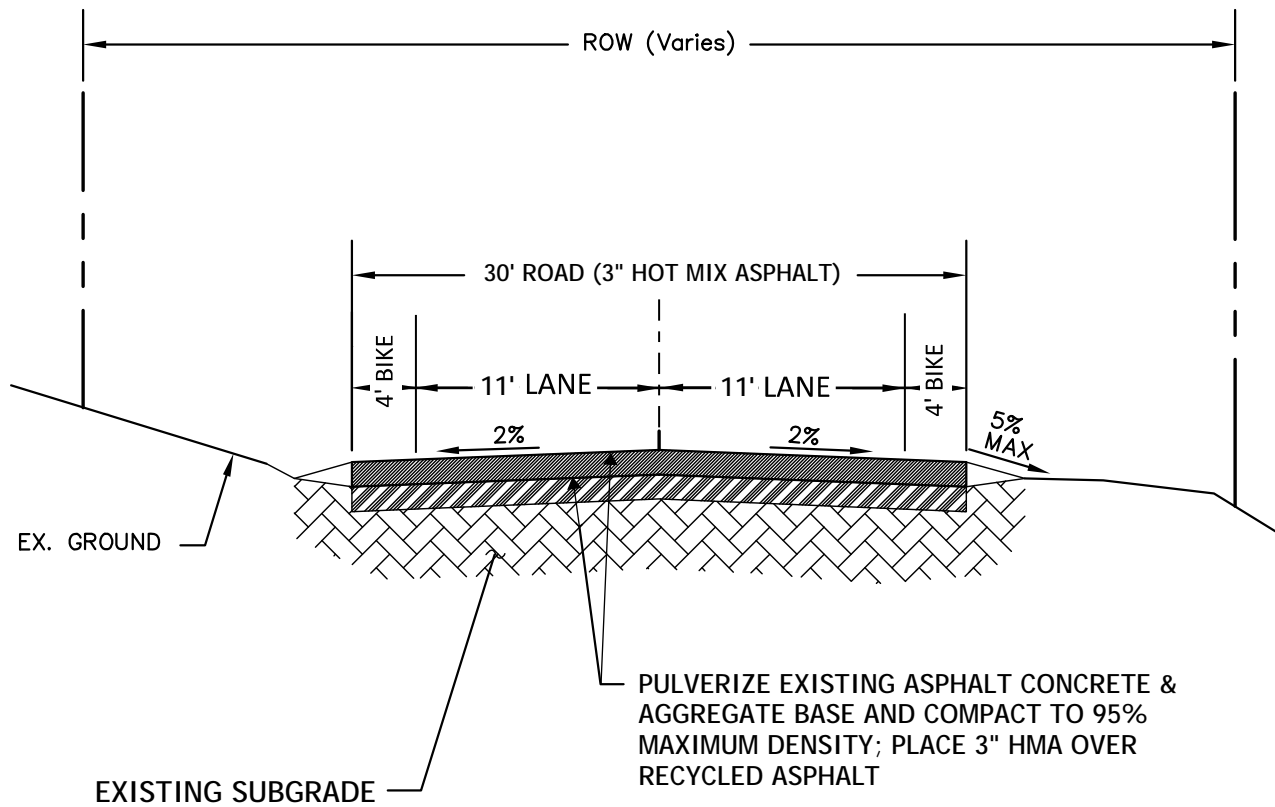
*Mono County*  
*Department of Public Works*

74 North School St.  
Post Office Box 457  
Bridgeport, CA 93517

Phone: (760)932-5440  
Fax: (760)932-5441  
monopw@mono.ca.gov

EXHIBIT 3  
BENTON CROSSING ROAD  
REHABILITATION PROJECT PHASE 1  
EXISTING ROAD SECTION





**BENTON CROSSING ROAD  
PROPOSED ROAD SECTION**

N.T.S.

*Mono County*  
*Department of Public Works*

74 North School St.  
Post Office Box 457  
Bridgeport, CA 93517

Phone: (760)932-5440  
Fax: (760)932-5441  
monopw@mono.ca.gov

**EXHIBIT 4**  
**BENTON CROSSING ROAD**  
**REHABILITATION PROJECT PHASE 1**  
**PROPOSED ROAD SECTION**





**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

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**PROJECT STUDY REPORT  
(LOCAL REHABILITATION)  
(For STIP Projects off the State Highway System)**

Responsible Agency: **County of Mono**  
Project Name: **Eastside Lane Rehabilitation Project – Phase 2**

APPROVED



Paul Roten, Mono County Engineer

**1. Transportation Problem**

The roads in Antelope Valley have been monitored using Mono County's Pavement Management System. The condition of portions of Eastside Lane have deteriorated to a point that rehabilitation is needed. This area is populated with full time residents that rely on the road for access. Additionally, Eastside Lane provides a critical Highway 395 detour / alternate route around the communities of Walker and Coleville.

**2. Route – Location – (Post Mile):**

Project includes Eastside Lane from Cunningham Lane to Topaz Lane and Eastside Lane from of Offal Road to the junction of Highway 395.

**3. Description of Project Limits**

Rehabilitation of existing asphalt concrete on portions of Eastside Lane within the Antelope Valley. Project includes Eastside Lane north of Cunningham Lane, Eastside Lane south of Offal Road to the junction of Highway 395.

**4. Description of Project Scope**

The project will rehabilitate approximately 5.0 miles of existing asphalt pavement roads and replace existing paint striping and paint markings.

**5. Functional Classification/Federal-aid System**

Federal-aid Highways

- |   |   |
|---|---|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial         |
| <input type="checkbox"/> Urban Minor Arterial     | <input type="checkbox"/> Rural Minor Arterial             |
| <input type="checkbox"/> Urban Collector          | <input checked="" type="checkbox"/> Rural Major Collector |

Highways ineligible for Federal-aid

- |                                      |  |
|--------------------------------------|--|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
|                                      | <input type="checkbox"/> Rural Local           |

Federal-aid System

On the National Highway System? Yes \_\_\_ No X

**6. Environmental Status**

Environmental Document Type (CEQA): Categorical Exemption (NEPA): Categorical Exclusion

Anticipated Completion Date April 2022

Environmental Issues: None expected

**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

---

**7. Traffic Data** (Estimated)

Current ADT: Varies < 500

% Trucks: 10%

Current Design Hourly Volume: 500

**8. Roadway Geometric Information**

Will this project change existing geometrics? Yes \_\_\_\_\_ No X

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing						
**Proposed						
Min. 3R or Local Stds.***						

\* Enter EXISTING information (Expand as needed, for varied geometrics.)

\*\* Enter PROPOSED information (Expand as needed, for varied geometrics.)

\*\*\* Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

\_\_\_\_\_

\_\_\_\_\_

**9. Structure Information**

Is bridge rehabilitation work included in this project? Yes \_\_\_\_\_ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

\_\_\_\_\_

\_\_\_\_\_

Funding source of bridge rehabilitation (if not STIP) \_\_\_\_\_

**10. Condition of Existing Facility** (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor. Road pavement is in critical need of rehabilitation.

**11. Pavement Rehabilitation**

Is any work on existing pavement included in this project? Yes X No \_\_\_\_\_

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No \_\_\_\_\_

If work will not extend the service life for a least 10 years, briefly explain why:

\_\_\_\_\_

\_\_\_\_\_

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)

PMS Strategy and local procedures.

---

**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, increased frequency of vehicular accidents. Pedestrian and cyclist hazards.

<b>12. Cost Estimate Breakdown</b>		<b><u>Cost</u></b>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<b><u>\$ 20,000</u></b>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<b><u>\$ 30,000</u></b>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		<b><u>\$0</u></b>
 <u>CONSTRUCTION</u>		
	<u>Lane-Miles</u>	
<u>Pavement Structural Section Work</u>		
Hot Mix Asphalt	10.0	\$ 2,370,400
Other AC		
Remove & replace localized failed areas		
Base materials		
Shoulder backing		\$ 80,000
Other structural section work (Identify)	10.0	\$ 439,000
<i>(Grind-Pulverize)</i>		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe) – <i>Upgrade Signs</i>		\$ 2,000
 <u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$ 60,000
<u>Traffic stripes, pavement markers and markings</u>		\$ 42,000
<u>Other</u> (Mobilization Cost, Water Pollution Control)		\$ 235,000
	SUBTOTAL	\$ 3,228,400
	10% Contingency	\$ 322,840
	TOTAL CONSTRUCTION COST	\$ 3,551,240
 <u>Construction Engineering</u>		\$ 196,760
	TOTAL CONSTRUCTION COMPONENT COST	<b><u>\$ 3,748,000</u></b>

**13. Scheduling**

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	07/2021	04/2022
Plans, Specifications, and Estimate	05/2022	04/2023
Right of Way	04/2022	06/2022
Construction	07/2023	08/2024

**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

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**14. Other Agencies Involved:** (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans Encroachment Permit, Lahontan Regional Water Quality Control Board

**15. Other Considerations**

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Consistent with Mono County General Plan

**16. Proposed Funding**

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$20,000	\$0	\$20,000
Plans, Specifications and Estimate	\$30,000	\$0	\$30,000
Right of Way (including support)		\$0	\$0
Construction (including support)		\$3,748,000	\$3,748,000
Total	\$50,000	\$3,748,000	\$3,798,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

N/A

**17. List of Attachments**

1. Project Programming Request
2. Exhibit 1 - Vicinity Map
3. Exhibit 2 - Project Location Map
4. Exhibit 3 – Eastside Lane (North) Road Section
5. Exhibit 4 – Eastside Lane (South) Road Section

**18. Report Preparation**

Prepared by:

Paul Roten, P.E.

Date:

September 27, 2021

This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.




---

September 27, 2021

DATE

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-5947-2021-0001 v0

Amendment (Existing Project)  YES  NO Date 12/01/2021 16:18:37

Programs  LPP-C  LPP-F  SCCP  TCEP  STIP  Other

District	EA	Project ID	PPNO	Nominating Agency
09			2676	Mono County
County	Route	PM Back	PM Ahead	Co-Nominating Agency
Mono				
				MPO
				NON-MPO
				Element
				Local Assistance
Project Manager/Contact			Phone	Email Address
Chad Senior			760-924-1812	csenior@mono.ca.gov

**Project Title**

Eastside Lane Road Rehabilitation Project-Phase 2

**Location (Project Limits), Description (Scope of Work)**

In the communities of Walker and Coleville on portions of Eastside Lane from Cunningham Lane intersection to Topaz Lane intersection and from Highway 395 intersection to Offal Road intersection. Rehabilitation of existing asphalt concrete, restoration of paint markings, existing culvert repair, and road sign rehabilitation.

Component	Implementing Agency
PA&ED	Mono County
PS&E	Mono County
Right of Way	Mono County
Construction	Mono County

**Legislative Districts**

Assembly: 5 Senate: 8 Congressional: 8

Project Milestone	Existing	Proposed
Project Study Report Approved	10/29/2021	
Begin Environmental (PA&ED) Phase	07/01/2021	07/01/2021
Circulate Draft Environmental Document      Document Type CE/CE	12/01/2022	12/01/2022
Draft Project Report	01/01/2022	01/01/2022
End Environmental Phase (PA&ED Milestone)	04/01/2022	04/01/2022
Begin Design (PS&E) Phase	05/01/2022	05/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2023	04/01/2023
Begin Right of Way Phase	04/01/2022	04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	06/01/2022	06/01/2022
Begin Construction Phase (Contract Award Milestone)	07/01/2023	07/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	08/01/2024	08/01/2024
Begin Closeout Phase	08/01/2024	08/01/2024
End Closeout Phase (Closeout Report)	06/01/2025	06/01/2025

Date 12/01/2021 16:18:37

**Purpose and Need**

Based on Mono Countys Pavement Management System, the subject road is at a level where rehabilitation is needed before they deteriorate to a more expensive restoration solution. All the roads present problems in ride quality, road safety, potential damage to vehicles, and appearance. This project will correct these issues by providing a new road surface.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Local streets and roads	Local road lane-miles rehabilitated	Miles	10

Date 12/01/2021 16:18:37

**Additional Information**

The project is to be amended per the Amendment page. No cost change is proposed with this amendment.

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	50	50
			Rating	Good	Fair	



District	County	Route	EA	Project ID	PPNO
09	Mono				2676

Project Title

Eastside Lane Road Rehabilitation Project-Phase 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)		20						20	Mono County
PS&E			30					30	Mono County
R/W SUP (CT)									Mono County
CON SUP (CT)									Mono County
R/W									Mono County
CON				3,748				3,748	Mono County
<b>TOTAL</b>		20	30	3,748				3,798	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)		20						20	
PS&E			30					30	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,748				3,748	
<b>TOTAL</b>		20	30	3,748				3,798	

Fund #1:	RIP - State Cash (Committed)	Program Code
		20.30.600.621

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Mono County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,748				3,748	
<b>TOTAL</b>				3,748				3,748	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,748				3,748	
<b>TOTAL</b>				3,748				3,748	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)		20						20	Mono County
PS&E			30					30	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		20	30					50	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)		20						20	
PS&E			30					30	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		20	30					50	

**Complete this page for amendments only**

Date 12/01/2021 16:18:37

District	County	Route	EA	Project ID	PPNO
09	Mono				2676

**SECTION 1 - All Projects**

**Project Background**

The intention of the project is the rehabilitation of select county roads in Antelope Valley in the communities of Walker and Coleville. The project was programmed in the 2020 STIP to include portions of Eastside Lane, Pine Nut Road, and the paved portion of Lone Company Road. This is the first amendment to the project. This amendment will remove Pine Nut Road and the paved portion of Lone Company Road from the project scope.

**Programming Change Requested**

Removal of Pinenut Road and Lone Company Road from the project. The project will include only rehabilitation of the portions of Eastside Lane included in the original project; Eastside Lane from Cunningham Lane to Topaz Lane and Eastside Lane from Highway 395 to Offal Road. Total lane miles will be reduced from 11.8 miles to 10 miles. No cost change is proposed.

**Reason for Proposed Change**

The change was requested by District Local Assistance to remove the local roads from the federal funded Eastside Lane portion.

**If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

NA

**Other Significant Information**

NA


**SECTION 2 - For SB1 Project Only**

**Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)**

NA

**Approvals**

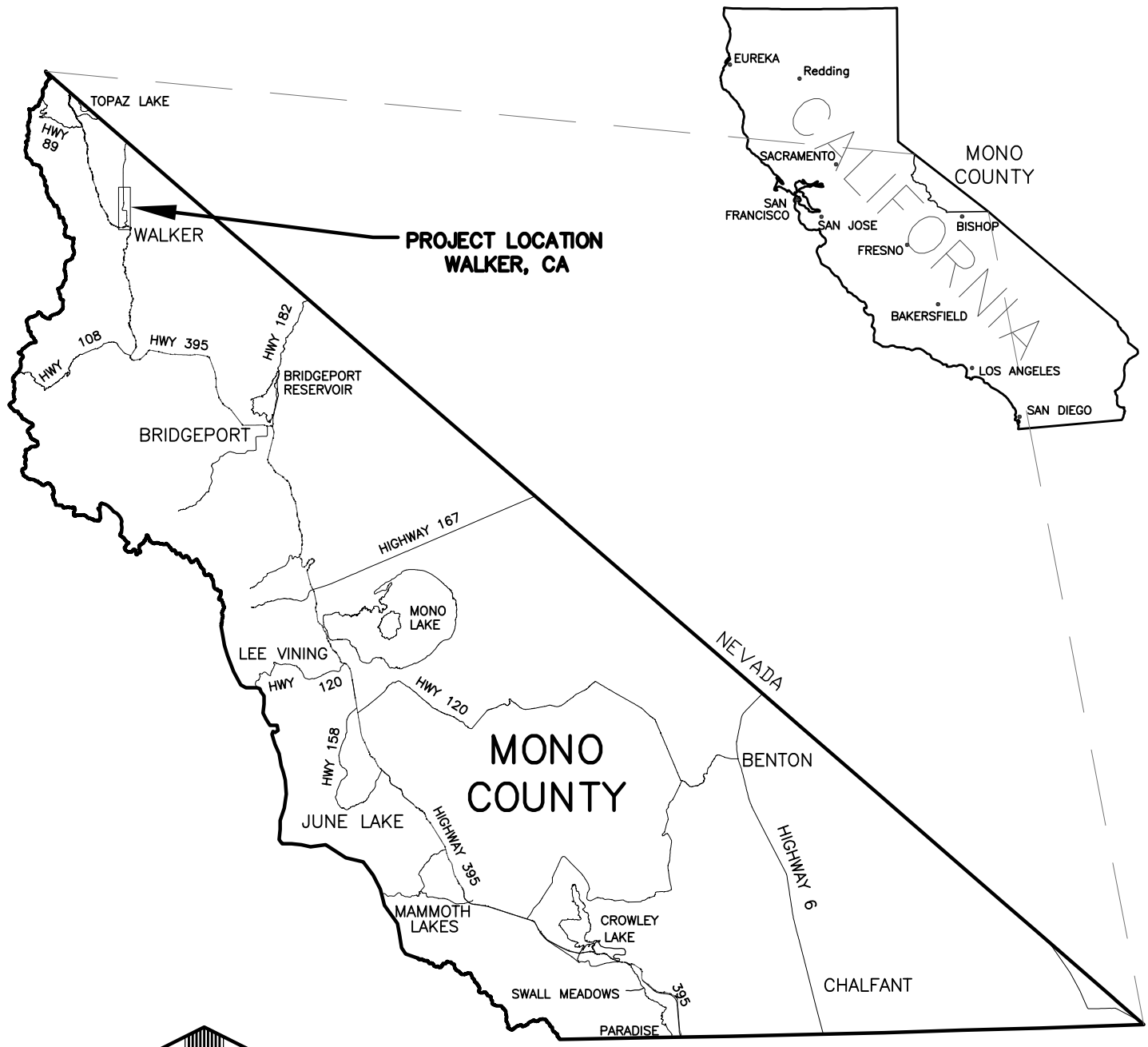
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Chad Senior		Associate Engineer	12/01/2021

**SECTION 3 - All Projects**

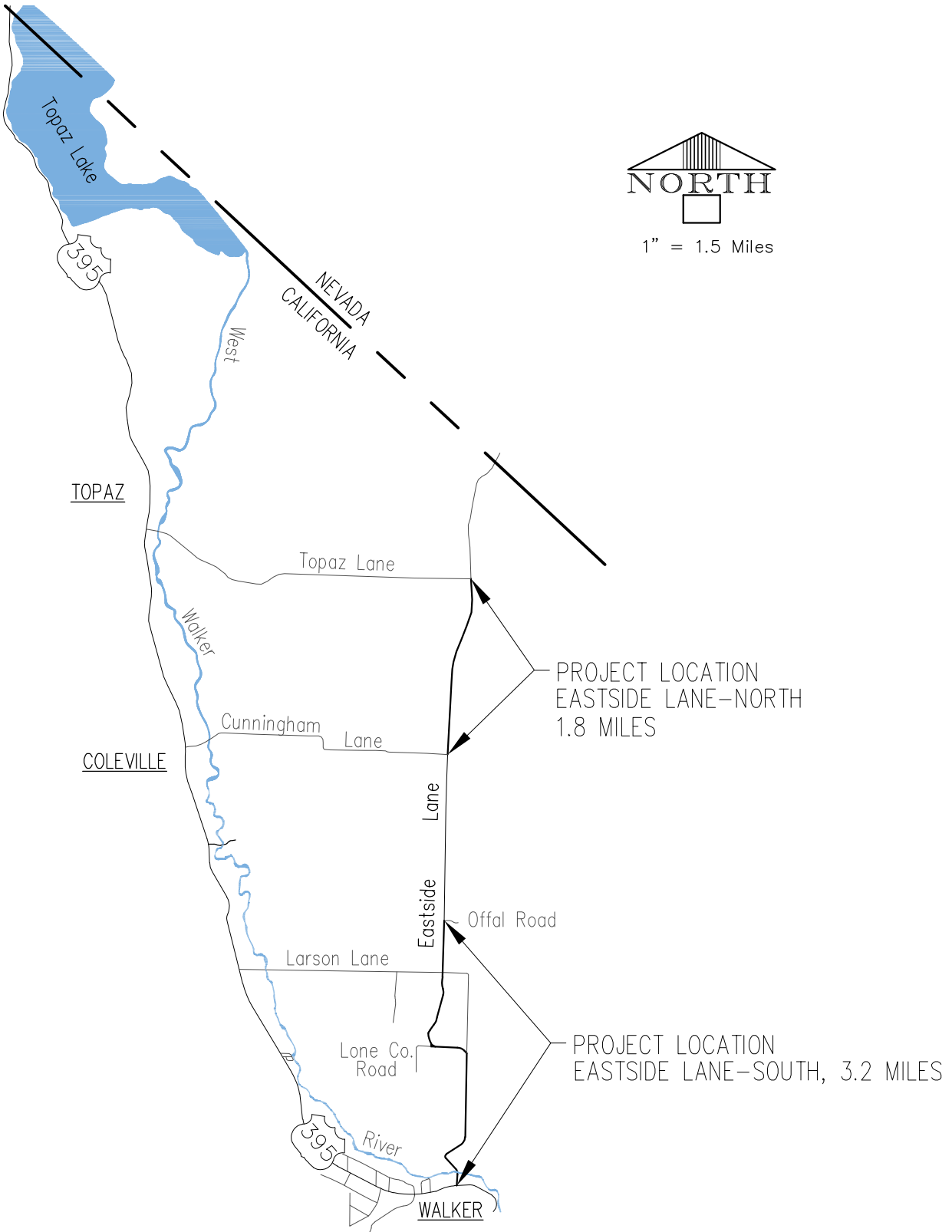
**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



**EXHIBIT 1**  
**EASTSIDE LANE REHABILITATION PROJECT – PHASE 2**

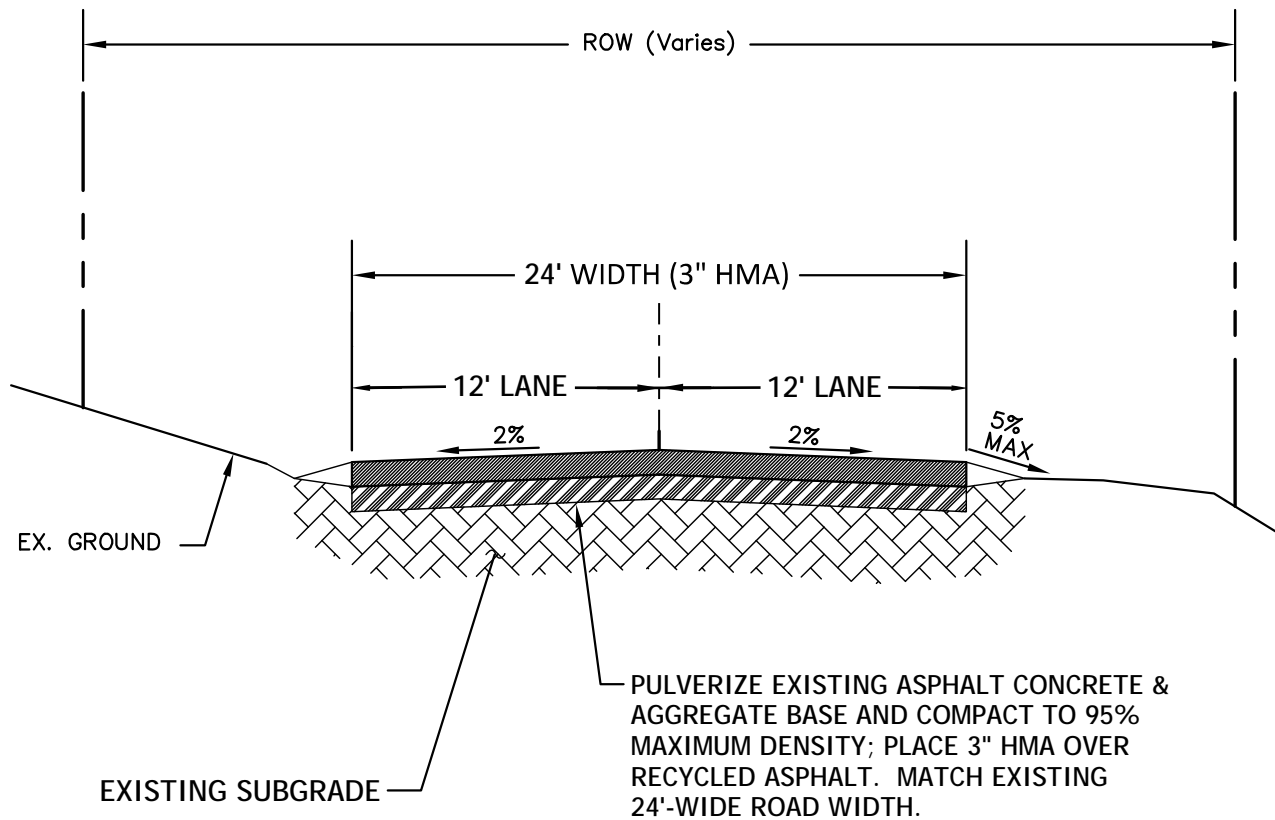
**VICINITY MAP**



1" = 1.5 Miles



*EXHIBIT 2*  
 EASTSIDE LANE REHABILITATION PROJECT – PHASE 2  
 PROJECT LOCATION MAP



ROADWAY SECTION

EASTSIDE LANE - NORTH (CUNNINGHAM LN TO TOPAZ LN)  
AND SOUTH (LARSON LANE TO OFFAL ROAD)

A  
N.T.S.

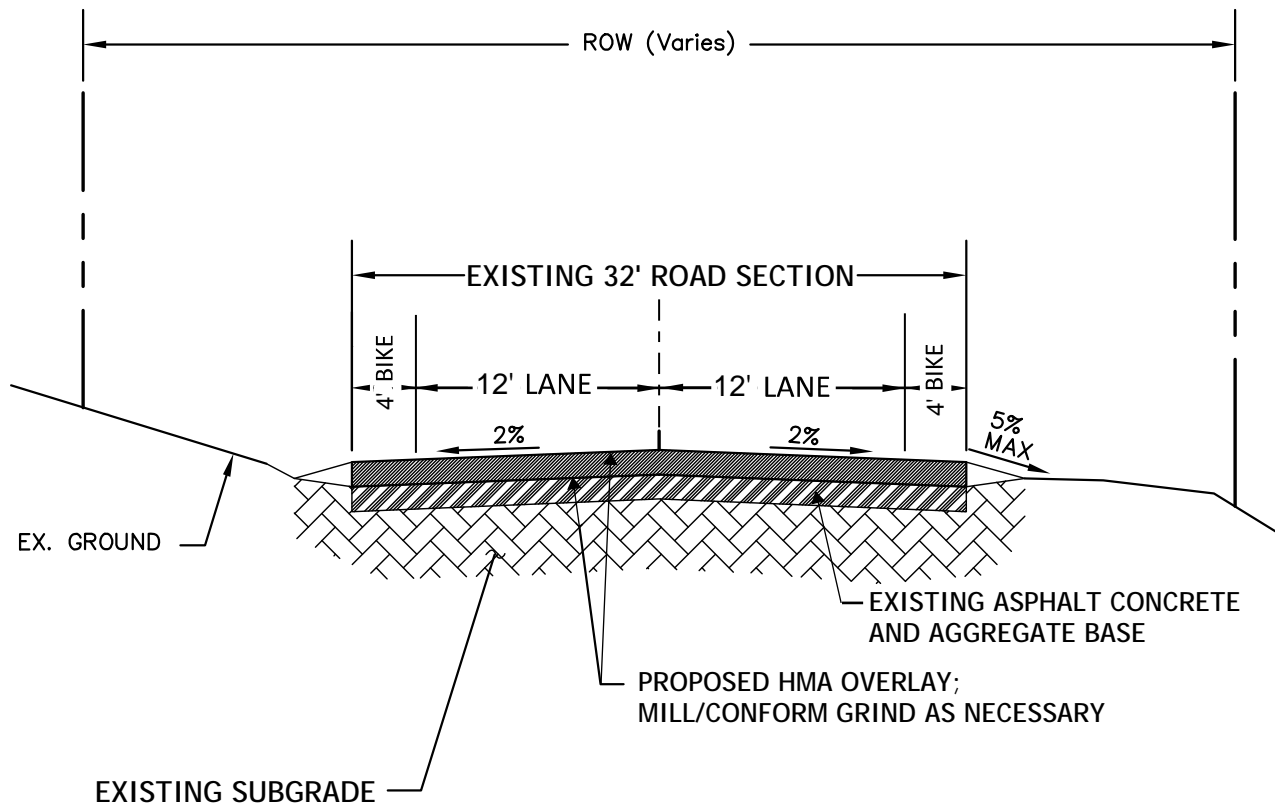
*Mono County*  
*Department of Public Works*

74 North School St.  
Post Office Box 457  
Bridgeport, CA 93517

Phone: (760)932-5440  
Fax: (760)932-5441  
monopw@mono.ca.gov

**EXHIBIT 3**  
**EASTSIDE LANE REHABILITATION**  
**PROJECT- PHASE 2**  
**TYPICAL ROAD SECTION**





ROADWAY SECTION

EASTSIDE LANE - SOUTH (LARSON LANE TO HWY 395)

**B**  
N.T.S.

*Mono County*  
*Department of Public Works*

74 North School St.  
Post Office Box 457  
Bridgeport, CA 93517

Phone: (760)932-5440  
Fax: (760)932-5441  
monopw@mono.ca.gov

**EXHIBIT 4**  
**EASTSIDE LANE REHABILITATION**  
**PROJECT- PHASE 2**  
**TYPICAL ROAD SECTION**



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 13:59:41
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09		0921000007	2003	Mono County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Mono					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Gerry LeFrancois			760-924-1810	glefrancois@mono.ca.gov	

**Project Title**

Planning, Programming and Monitoring

**Location (Project Limits), Description (Scope of Work)**

Region wide

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Mono County Local Transportation Commission

**Legislative Districts**

Assembly:	5	Senate:	8	Congressional:	8
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		



Date 12/14/2021 13:59:41

**Purpose and Need**

This funding provides Mono County and Town of Mammoth Lakes the ability to have projects shovel ready for various funding.

Without PPM funding, project development would be dependent on general fund revenues for transportation related projects.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total

---

Date 12/14/2021 13:59:41

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**Additional Information**

PPM funds allow Mono County and Town of Mammoth Lakes to develop future Project Study Reports, perform post construction monitoring if needed, and / or supplement various project studies to get future projects construction ready.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
09	Mono			0921000007	2003
Project Title					

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Mono County Local Transportation C
R/W									
CON	3,845							3,845	Mono County Local Transportation C
<b>TOTAL</b>	<b>3,845</b>							<b>3,845</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,845	75						3,920	
<b>TOTAL</b>	<b>3,845</b>	<b>75</b>						<b>3,920</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E									\$103 CON voted 07/16/98
R/W SUP (CT)									\$136 CON voted 10/08/99
CON SUP (CT)									\$193 CON voted 02/20/01
R/W									\$195 CON voted 07/01/01
CON	3,845							3,845	\$253 CON voted 09/13/02
TOTAL	3,845							3,845	\$100 CON voted 02/26/04
									\$100 CON voted 03/03/05
									\$100 CON voted 03/16/06

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,845							3,845	
<b>TOTAL</b>	<b>3,845</b>							<b>3,845</b>	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		75						75	
TOTAL		75						75	

Complete this page for amendments only				Date 12/14/2021 13:59:41	
District	County	Route	EA	Project ID	PPNO
09	Mono			0921000007	2003

SECTION 1 - All Projects

Project Background

Requesting to program \$75k of RIP shares for PPM needs in FY 22/23

Programming Change Requested

Reason for Proposed Change

New PPM programming request in the 2022 RTIP for \$75k in FY 22/23

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information


SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

NA

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Gerry LeFrancois		Co-Ex. Director	12/10/2021

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Mono County Local Transportation Commission  
Resolution 21-06 adopting the 2022 Regional Transportation  
Improvement Program

**RESOLUTION R21-06**

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION  
ADOPTING THE 2022 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**, prior projects have been developed in accordance with the guidelines established by the California Transportation Commission, the Regional Transportation Plan; and the input of Mono County, the Town of Mammoth Lakes, Caltrans District 9; and

**WHEREAS**, the one new local project identified in the 2022 Regional Transportation Improvement Program is the Benton Crossing Road Rehabilitation Project phase 1 developed in accordance with the 2022 STIP guidelines; and

**WHEREAS**, the projects identified in the 2022 Regional Transportation Improvement Program are consistent with the 2019 Regional Transportation Plan; and

**WHEREAS**, the adoption of the Regional Transportation Improvement Program is exempt from the California Environmental Quality Act (CEQA) PRC § 21080 (b) (13); and

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby adopts the 2022 Regional Transportation Improvement Program.

**PASSED AND ADOPTED** this 8 day of November 2021, by the following vote:

Ayes:  
Noes:  
Abstains:  
Absent:

  
Jennifer Kreitz (Dec 10, 2021 13:04 PST)  
\_\_\_\_\_  
Jennifer Kreitz, Chair  
Mono County Local Transportation Commission

Approved as to form:

  
Christy Milovich (Dec 10, 2021 13:15 PST)  
\_\_\_\_\_  
Christine Milovich, Assistant County Counsel

ATTEST:

  
\_\_\_\_\_  
Heidi Willson, Secretary



# MONO 2022 RTIP Programming - Adopted 11.08.2021

(\$1,000's)

																	FY Totals					Component Totals	
Agency	Rte	PPNO	Project	Total	Prior	22-23	23-24	24-25	25-26	26-27	ROW	Const	PA & ED	PS & E	R/W sup	Con sup							
<b>Current projects fully funded</b>																							
Caltrans	395	170	Olancha Cartago 4-lane expressway (RIP (11.5%))	15,043	15,043						2,480	9,560	937	731	350	985							
Caltrans	395	8439	Kern, Inyokern 4-lane (RIP 10%) (RTP 6-21)closed	310	310								310										
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)	260	260									260									
Mono Co	loc	2676	Eastside Lane, Phase 2, rehab	3,748	3,748		3,748					3,748											
Mono Co	loc	2656	Long Valley Streets, rehab	2,250	2,250							2,250											
Mono Co	loc	2603	Airport Rd, rehab	1,400	1,400							1,400											
Mammoth Lakes	loc	2675	Local Roads and multi use paths, rehab	2,700	2,700							2,700											
Mono LTC		2003	Planning, programming, and monitoring	135	135							135											
Subtotal				25,846	25,846																		
<b>Mid-Cycle 2021 STIP / COVID</b>																							
Mammoth Lakes	loc	2683	Main Street (SR 203) multi-use path (MUP) (20S-26) SOF	250	250									250									
Mammoth Lakes	loc	2681	Minaret Road MUP, Lake Mary Rd-Old Mammoth Rd (20S-26) SOF	250	250									250									
Mammoth Lakes	loc	2682	Laurel Mountain Road, Rehab and sidewalks (20S-26) SOF	805	141	664						664		141									
Total 2021 Mid-Cycle programming				1,305																			
<b>New 2022 RTIP Programming</b>																							
<b>Mono Co</b>	<b>loc</b>		<b>Benton Crossing Road Rehabilitation Project - phase 1</b>	<b>5,079</b>					<b>5,079</b>			<b>5,079</b>											
<b>Mono Co LTC</b>	<b>loc</b>	<b>2003</b>	<b>Planning Programming and Monitoring (PPM)</b>	<b>75</b>		<b>75</b>						<b>75</b>											
<b>Total 2022 programming</b>				<b>5,154</b>																			
<b>2022 RTIP shares</b>				<b>5,124</b>																			
<b>Mono LTC HIP funds trade with SACOG for STIP funds trad</b>				<b>105</b>																			
<b>sub total RTIP shares</b>				<b>5,229</b>																			
<b>Unprogrammed balance</b>				<b>75</b>																			