

***Mono County Local Transportation Commission 2024  
Regional Transportation Improvement Program***

# Mono County Local Transportation Commission

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

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

December 15, 2023

To: Tanisha Taylor, Executive Director  
California Transportation Commission  
Electronic Submittal of 2024 RTIP

Re: Mono County Local Transportation Commission 2024 Regional Transportation  
Improvement Program

Dear Director Taylor,

Attached is the Mono County Local Transportation Commission (MCLTC) submittal of the 2024 Regional Transportation Improvement Program (RTIP). The MCLTC adopted the RTIP on November 13, 2024, by Resolution R23-12. The projects proposed are consistent with the Mono County Regional Transportation Plan (RTP) and the 2024 State Transportation Improvement Program (State) guidelines.

We appreciate the outreach, assistance and guidance provided by CTC staff and District 9. Please contact me at (760) 924-1800 or [glefrancois@mono.ca.gov](mailto:glefrancois@mono.ca.gov) if you have any questions concerning the 2024 RTIP submittal.

Sincerely,



Gerry LeFrancois, Planning Analyst

Attachments:  
Mono County RTIP

cc: Rambabu Bavirisetty, Chief, Division of Financial Programming  
Ryan Dermody, Director, District 9  
Wendy Sugimura and Haislip Hayes, MCLTC Co-Executive Directors

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# 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

*This RTIP has been developed in partnership with District 9, Town of Mammoth Lakes and Mono County. The RTIP emphasis is to continue the backlog (fix it first) of local projects and continue to move forward with our regional MOU projects on State Route 14 and US 395 once a successor MOU and fiscal resources improve for all the MOU partners.*

*The Town of Mammoth Lakes is proposing three projects. The Minaret Road Multi-Use Path (MUP), the South Main Street reprogramming, and the Meridian and Minaret roundabout. Mono County is proposing one, the North Shore Drive rehabilitation project that includes repayment of Highway Improvement Program (HIP) funds loaned to Sacramento Area Council of Governments (SACOG). In addition, Planning, Programming, and Monitoring funds are programmed for project development in the coming years.*

## **Section 2. General Information**

Insert contact information in the text fields below.

### **Regional Agency Name**

*Mono County Local Transportation Commission*

### **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <https://monocounty.ca.gov/ltc>

**RTIP document link:** <https://monocounty.ca.gov/ltc>

**RTP link:** <https://monocounty.ca.gov/ltc>

### **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Wendy Sugimura and Haislip Hayes

Title Co-Executive Directors

Email [wsugimura@mono.ca.gov](mailto:wsugimura@mono.ca.gov) or [hhayes@townofmammothlakes.ca.gov](mailto:hhayes@townofmammothlakes.ca.gov)

Telephone (760) 924-1814 or (760) 965-3652

### **RTIP Manager Staff Contact Information**

Name Gerry LeFrancois Title Planning Analyst

Address P.O. Box 347

City/State Mammoth Lakes, CA

Zip Code 93546

Email [glefrancois@mono.ca.gov](mailto:glefrancois@mono.ca.gov)

Telephone (760) 924-1800

### **California Department of Transportation Headquarter Staff Contact Information**

Name Rambabu Bavirisetty Title Chief, Division of Financial Programming

Address Department of Transportation. Mail Station 82. P.O. Box 942874  
City/State Sacramento, CA  
Zip Code 94274  
Email Rambabu.Bavirisetty@dot.ca.gov  
Telephone 916-654-2683

**California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero Title Assistant Deputy Director  
Address 1120 N Street  
City/State Sacramento, CA  
Zip Code 95814  
Email Kacey.Ruggiero@catc.ca.gov  
Telephone 916-707-1388

**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. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

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

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

*Historically, 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 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. With changes related to statewide greenhouse gas emissions and climate change goals, the MOU partners are still working on programming additional components on the Freeman Gulch segments 2 and 3 and/or the North Conway Truck Climbing Lane. Any*

*future components to MOU projects will need to be consistent with STIP guidelines and Climate Action Plan for Transportation Infrastructure (CAPTI) criteria.*

*The current RTIP development approach is consistency with the Regional Transportation Plan (RTP), STIP guidelines, meeting the transportation needs of area residents, visitors, and agency partners, and distribution of funding to Town and County projects base on priorities set by staff and the LTC.*

*With the addition of SB 1 funds, the Town and County have greater flexibility and more stable funding for:*

- *Better utilize staff resources,*
- *Flexibility in completing preconstruction phases without the use of RTIP funds and/or using RTIP funds for construction purposes,*
- *More options for interim maintenance treatments that extend the life of existing transportation infrastructure through pavement management and other quantitative programs,*
- *The Town and County to better implement their five-year Road Capital Improvement Programs (CIP), and finally*
- *The CIPs are an important decision making tool for prioritization and programming current and future RTIP funds.*

**Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 78 of the STIP Guidelines.

*One project has been completed since the adoption of the 2024 RTIP and four projects are in pre-construction phases. These projects are: Eastside Lane phase 2 rehabilitation, Benton Crossing Road rehabilitation phase 1, Main Street multi-use path (mup), Minaret Road mup, and Laurel Mountain Road rehabilitation and sidewalks.*

Insert project information for completed projects in table below.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
Eastside Lane rehabilitation phase 2	Rehabilitation of approximately 5 miles of existing roadway that provides access to area residents.	TBD, as this project is proposed for construction in spring of 2024. At a minimum, this roadway should be safer with updated markings and signage.
Benton Crossing Road rehabilitation phase 1	Rehabilitation of approximately 7 miles of existing roadway, widen	TBD, as this project is proposed for construction in FY 24/25. This should make

	roadway adding 3 feet of shoulders on each side.	the roadway safer with added recovery zones and wider shoulders for cyclists.
Main Street multi-use path (mup)	On SR 203 improvements would close a gap between two existing mups, is ADA compliant, transit improves, new lighting, signage, and wayfinding.	TBD, as this was programmed for PS&E funding in Mid-Cycle 2021 STIP. This project once complete will connect to mups, and create a safer roadway for cars, transit, peds and bikes.
Minaret Road multi-use path (mup)	This project adds a new class 1 mup, lighting, signage, and wayfinding improvements.	TBD, as this was programmed for PS&E funding in Mid-Cycle 2021 STIP. This project once complete will add a new mups, and create a safer alternative for cars, peds and bikes.
Laurel Mountain Road rehabilitation and sidewalks	This project includes new sidewalks on one side, streetlights, curb and gutter, bike lanes, and pavement rehabilitation.	TBD, as this project is close to completion and was a Mid-Cycle 2021 STIP project. This will improve ped and bike connectivity (complete streets) where none previously existed.

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

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

#### **A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
<b><i>Mono County LTC adopts 2024 RTIP</i></b>	<b><i>November 13, 2023</i></b>
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024



**B. Community Engagement**

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

*The Mono County LTC considered priorities and RTP policies for the development of its 2024 RTIP at public workshops with Regional Planning Advisory Committee's (RPAC) and Mono County Collaborative Planning Team (CPT) from September through the end of October. The RPAC's are standing community groups the LTC utilizes to inform and request comments on various projects and/or plans countywide. The CPT is multifaceted and comprised of directors of federal, state, local and tribal entities, that collaborate on a variety of planning and project issues.*

*The community RPAC and CPT meeting dates were:*

<b><i>Date</i></b>		<b><i>Group</i></b>
<i>September 21, 2023</i>		<i>Long Valley RPAC</i>
<i>October 4, 2023</i>		<i>June Lake Community Advisory Committee (CAC)</i>
<i>October 5, 2023</i>		<i>Antelope Valley RPAC</i>
<i>October 11, 2023</i>		<i>Mono Basin RPAC</i>
<i>October 12, 2023</i>		<i>Bridgeport RPAC</i>
<i>October 26, 2023</i>		<i>Collaborative Planning Team</i>

**C. Consultation with Caltrans District (Required per Section 20)**

Insert the Caltrans District Number in the text field below.

*Caltrans District: 9*

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

*Discussed potential local projects and state needs*

*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 state needs during the development of the 2024 RTIP. Given the challenges rural areas have related to statewide greenhouse gas emissions, climate change goals (CAPTI), and limited RTIP and ITIP funds, any*

future components on MOU projects like Freeman Gulch segments 2 and 3 and/or the North Conway Truck Climbing Lane will require successor MOU agreements for the State Route 14 and 395 corridors. Mono County LTC continues to work closely with District 9 on projects on and adjacent to the state highway system.

## **B. 2024 STIP Regional Funding Request**

### **Section 6. 2024 STIP Regional Share and Request for Programming**

#### **A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate**

Insert your agency’s target share per the STIP Fund Estimate in the text field below.

*Mono County LTC’s RTIP share for the next five years of the 2024 programming cycle is \$ 9,097,000.*

**B. Summary of Requested Programming** – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount (\$1,000s)</b>
Minaret Road multi use path (mup), Town of Mammoth Lakes	The Minaret Road MUP Project (project) will construct a separated Class I mup for non-motorized modes of travel. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.	Const. \$ 3,000
South Main Street SR 203 reprogramming, Town of Mammoth Lakes	The project includes separated ADA compliant asphalt multi-use path, transit improvements, lighting, signage and wayfinding, and other supportive infrastructure.	PS&E \$200
Meridian and Minaret roundabout, Town of Mammoth Lakes	The project would replace the existing signalized intersection with a roundabout, and would incorporate modifications	PS&E \$180

	to the Minaret Road multi-use path (mup) project	
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<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount (\$1,000s)</b>
North Shore Drive rehabilitation, Mono County, June Lake community	Rehabilitate North Shore Drive, striping, signage, and repair damage.	Const. \$ 4,450 Also includes a repayment of HIP funds from SACOG Const. \$ 104.4
Planning, programming, and monitoring funds	Plan, program, and monitor local transportation projects.	Const. \$450
	Total new programming w/out SACOG repayment	\$ 8,280
	Total new programming w/ SACOG repayment	\$ 8,384.4

**Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
SACOG repayment of HIP funds for North Shore Rehabilitation Project				104,384			104,384
							-
							-
							-
							-
							-
							-
							-
							-
							-
<b>Totals</b>	-	-	-	104,384	-	-	104,384

**Notes:** Click here to enter text.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

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.

*No ITIP funding is being requested.*

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

*The regional emphasis is to continue to move forward with our MOU projects on State Route 14 and US 395 once a successor MOU and fiscal resources improve for the MOU partners. These projects may include completion of the gap closure on SR 14 Freeman Gulch sections 2 & 3, and on US 395 the North Conway Truck climbing lane.*

## **Section 9. Projects Planned Within Multi-Modal Corridors**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

*The local projects are rehabilitation of existing roadways with shoulder widening and or the addition of new multi-use paths, transit improvements, and a traffic signal replacement with a roundabout. These projects will provide additional circulation, pedestrian and bike improvements within the Town of Mammoth Lakes, and or Mono County. These projects are not expected to impact the State Highway System.*

## **Section 10. Highways to Boulevards Conversion Pilot Program**

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

*SR 158, SR 203, and US 395 are the main streets for the Communities of June Lake, Mammoth Lakes, Lee Vining, Bridgeport, and Walker.*

## **11. Complete Streets Consideration (per Section 26)**

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

*The Town of Mammoth Lakes has incorporated various complete street elements into the following projects: Minaret Road multi-use path (multi-use path), South Main Street reprogramming, and Meridian and Minaret roundabout. The County project, North Shore Drive, currently has bike lanes and is a rehabilitation project which includes the shoulders.*

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A 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 22A 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 are available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

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.*

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

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 as a replacement to Table B1. Table B1(a) is included on the next page.

<b>Table B1</b>			
<b>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 to 2 years
	Pavement Condition Index (local streets and roads)	In process	1 to 2 years
	Percent of highway bridges by deck area classified in Poor condition	In process	1 to 2 years
	Percent of transit assets that have surpassed the FTA useful life period	Monitored by Eastern Sierra Transit Authority	Monitored by Eastern Sierra Transit Authority
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
	Accessibility and on-time performance for rail and transit	NA	NA
Safety	Fatalities and serious injuries per capita	NA	NA
	Fatalities and serious injuries per VMT	As needed	As needed
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
	Farebox recovery ratio	ESTA per route	ESTA per route
Environmental Sustainability	Change in acres of agricultural land	NA	NA
	CO <sub>2</sub> emissions reduction per capita	NA	NA



<b>Table B1(a)</b>			
<b>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, area, by facility ownership, and/or local vs tourist	NA	NA
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Transit	Total operating cost per revenue mile	ESTA tracks this	1 year
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	In process	1 - 2 years
	Pavement Condition Index (local streets and roads)	In process	1 - 2 years
Safety	Total accident cost per capita and VMT	NA	NA
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	NA	NA

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.

<b>Performance Measures in 2024 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 the 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 the 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 2024 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

- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance.

*Table 19 and the above performance measures are one way staff analyzes project performance and achieves the goals and policies of the RTP.*

The following performance measures have been identified for the Mono County RTP.

**Table 19: Mono County RTP Performance Measures**

Goal	Measure	Frequency	Metric	Type
Infrastructure	% of County Roads Above 70 PCI	Ongoing	PCI	Quantitative
Infrastructure	% of Bridges in Good Condition	Ongoing	NBI	Quantitative
Infrastructure	County data collection program	Ongoing	Numeric	Quantitative
Mobility/Accessibility	% of facilities ADA compliant	Ongoing	Numeric	Quantitative
Mobility/Accessibility	Added miles of sidewalk	Ongoing	Miles	Quantitative
Goal	Measure	Frequency	Metric	Type
Mobility/Accessibility	Added miles of trails	Ongoing	Miles	Quantitative

Mobility/Accessibility	Added miles of bike paths	Ongoing	Miles	Quantitative
GHG	GHG Checklist	2020	Numeric	Qualitative
Healthy Communities	Number of Complete Streets projects	Ongoing	Numeric	Quantitative
Healthy Communities	Number of recreational projects completed near multi-family developments	Ongoing	Numeric	Quantitative
Housing Linkage	Number of units allocated towards RHNA	Ongoing	Numeric	Quantitative
Disadvantaged communities	Number of planning and/or public works projects located in DC areas	Ongoing	Numeric	Quantitative
Safety	Number of Retroreflective Signs Added	Ongoing	Numeric	Quantitative
Safety	Miles of Striping added	Ongoing	Miles	Quantitative

**Section 13. Regional and Statewide Benefits of RTIP**

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

*The new local projects include rehabilitation of an existing facility, ped and bike improvements, a traffic signal replacement with a roundabout are proposed for the 2024 RTIP. A few of the existing RTP policies on the Regional Benefits related to these projects 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 continue 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.

### **Town of Mammoth Lakes Policy Element**

**M.1. GOAL:** Create a safe and efficient "complete streets" network that is based on "feet-first" principles, accommodates all modes of transportation, and serves all users.

*M.1.1. Policy: Plan, design, and construct all new streets as "complete streets" and work to retrofit and/or accommodate complete streets infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character.*

*M.1.2. Policy: Provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multi-modal access, disperse traffic, improve emergency access, and reduce congestion.*

*M.1.3. Policy: Emphasize feet-first, public transportation second, and vehicle last in planning the community transportation system.*

*M.1.3.1. Action: Establish design guidelines, management tools, and performance measures for the Town's transportation system that reflect Mobility Element goals and policies and further "complete streets" and "feet first" concepts.*

- Develop design guidelines and management tools for all town streets, so that each street supports the land uses along it and provides optimal accommodation for all modes of transportation.*

*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 2024 RTIP is consistent with and effective in advancing the goals and objectives of the Mono County RTP.*

## D. Performance and Effectiveness of RTIP

### Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 22B 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</b>			
<b>Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollar 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	sys is updated every 2 years
	Improve Pavement Condition Index (local streets and roads)	PM 2,4, & 8	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	sys is updated every 2 years
	Change in Pavement Condition Index (local streets and roads)	PM 2,4, & 8	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)		

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

<b>Table B3 Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated	PM 3,4,8,9,10	Increase
	New or upgrade bicycle lane/sidewalk miles	PM 7,9,10	Increase
	Operational improvements	PM 8,10	Increase
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements	PM 6,7	Possible increase
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated	PM 8	Increase
	New or upgrade bicycle lane/sidewalk miles		Increase
	Operational improvements	PM 3,4,8,9,10	Increase
	New or reconstructed bridges		

**Section 15. Project Specific Evaluation (Required per Section 22D)**

*Mono County does not have any projects that meet section 22 D of the STIP guidelines.*

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. 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), including a description of any actions taken to protect

the state’s most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

## **E. Detailed Project Information**

### **Section 16. 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 the STIP Guidelines.

*See Page 24.*

## **F. Appendices**

**Section 17. Projects Programming Request Forms**– Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

- Town of Mammoth Lakes PPR’s

Minaret Road MUP, Lake Mary Rd-Old Mammoth Rd
South Main Street Reprogramming
Meridian and Minaret roundabout

- Mono County PPR’s

North Shore Drive rehab
-------------------------

**Section 18. Board Resolution or Documentation of 2024 RTIP Approval** – Agencies will add their resolution or meeting minutes.

**Section 19. Fact Sheet (1-2 pages).** (See Section 50). The fact sheet will be posted on the Commission’s website and must comply with state and federal web accessibility laws and standards.

**Section 20. Documentation on Coordination with Caltrans District (Optional)** (With Cover Sheet)

**Section 21. Detailed Project Programming Summary Table (Optional)**

**Section 22. Alternative Delivery Methods (Optional)**

**Section 23. Additional Appendices (Optional)**

## **Section 16 - Project Programming**



## **Section 17 - Project Programming Request forms**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/07/2023 15:27:39
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		0922000009	2681	Town of Mammoth Lakes		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Mono County						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Haislip Hayes			760-965-3652	hhayes@townofmammothlakes.ca.gov		

**Project Title**  
 Minaret Road Multi-use Path

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

The proposed Minaret Road multi-use path (MUP) will be located on the west side on Minaret Road from Lake Mary Road to Old Mammoth Road. The proposed 7200 LF of path will connect the Old Mammoth MUP to the Lakes Basin Trail MUP and other existing and future pedestrian and bicycle facilities. The Minaret Road MUP Project (project) will construct a separated Class I MUP that is physically separated from the roadway and provides for additional non-motorized modes of travel. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.

Component	Implementing Agency		
PA&ED	Town of Mammoth Lakes		
PS&E	Town of Mammoth Lakes		
Right of Way	Town of Mammoth Lakes		
Construction	Town of Mammoth Lakes		
<b>Legislative Districts</b>			
Assembly:	1	Senate:	25
		Congressional:	25
<b>Project Milestone</b>		<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved		12/12/2019	
Begin Environmental (PA&ED) Phase		08/01/2021	08/01/2021
Circulate Draft Environmental Document	Document Type CE	09/01/2021	09/01/2021
Draft Project Report		10/01/2021	10/01/2021
End Environmental Phase (PA&ED Milestone)		11/01/2021	11/01/2021
Begin Design (PS&E) Phase		11/01/2021	11/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		06/01/2023	06/01/2023
Begin Right of Way Phase		07/01/2022	07/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		09/01/2022	09/01/2022
Begin Construction Phase (Contract Award Milestone)		06/01/2023	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2023	12/31/2026
Begin Closeout Phase		12/01/2023	12/01/2025
End Closeout Phase (Closeout Report)		06/01/2024	12/31/2026

Additional Information

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District	County	Route	EA	Project ID	PPNO
09	Mono County			0922000009	2681

Project Title

Minaret Road Multi-use Path

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Town of Mammoth Lakes
PS&E	250							250	Town of Mammoth Lakes
R/W SUP (CT)									Town of Mammoth Lakes
CON SUP (CT)									Town of Mammoth Lakes
R/W									Town of Mammoth Lakes
CON									Town of Mammoth Lakes
<b>TOTAL</b>	<b>250</b>							<b>250</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
<b>TOTAL</b>	<b>250</b>		<b>3,000</b>					<b>3,250</b>	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E	250							250	\$250 PSE voted 10/13/21
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>250</b>							<b>250</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>250</b>							<b>250</b>	

**Complete this page for amendments only**

Date 12/07/2023 15:27:39

District	County	Route	EA	Project ID	PPNO
09	Mono County			0922000009	2681

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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)

**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

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/07/2023 15:41:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
09	38500	0920000023	2683	Town of Mammoth Lakes		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Mono County	203	R 4.800	5.100			
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
HAISLIP HAYES			760-965-3652	hhayes@townofmammothlakes.ca.gov		

Project Title

Main Street Multi-use Path

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

Located in the Town of Mammoth Lakes along the South Side of Main Street (SR203) from Minaret Road to Callahan Way. The Main Street MUP will close a gap between the Lakes Basin Path and the Town Loop MUP located at Callahan Way. The project is located on the south side of SR203 within the Caltrans ROW. The project includes 1700LF of separated ADA compliant asphalt multi-use path, drainage improvements, slope protection, transit improvements, lighting, signage and wayfinding, and other supportive infrastructure.

Component	Implementing Agency
PA&ED	Town of Mammoth Lakes
PS&E	Town of Mammoth Lakes
Right of Way	Town of Mammoth Lakes
Construction	Town of Mammoth Lakes

Legislative Districts

Assembly:	1	Senate:	25	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved	04/23/2021	
Begin Environmental (PA&ED) Phase	08/01/2021	08/01/2021
Circulate Draft Environmental Document      Document Type CE	09/01/2021	09/01/2021
Draft Project Report	10/01/2021	10/01/2021
End Environmental Phase (PA&ED Milestone)	11/01/2021	01/01/2024
Begin Design (PS&E) Phase	11/01/2021	07/07/2024
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2023	06/01/2025
Begin Right of Way Phase	07/01/2022	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	09/01/2022	09/01/2024
Begin Construction Phase (Contract Award Milestone)	06/01/2023	06/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2023	12/01/2026
Begin Closeout Phase	12/01/2023	12/01/2026
End Closeout Phase (Closeout Report)	06/01/2024	06/01/2027

**Additional Information**

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District	County	Route	EA	Project ID	PPNO
09	Mono County	203	38500	0920000023	2683

Project Title

Main Street Multi-use Path

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Town of Mammoth Lakes
PS&E	250							250	Town of Mammoth Lakes
R/W SUP (CT)									Town of Mammoth Lakes
CON SUP (CT)									Town of Mammoth Lakes
R/W									Town of Mammoth Lakes
CON									Town of Mammoth Lakes
<b>TOTAL</b>	<b>250</b>							<b>250</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	250		200					450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>250</b>		<b>200</b>					<b>450</b>	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>250</b>							<b>250</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>250</b>							<b>250</b>	

**Complete this page for amendments only**

Date 12/07/2023 15:41:51

District	County	Route	EA	Project ID	PPNO
09	Mono County	203	38500	0920000023	2683

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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)

**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

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2023 09:15:27
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				Town of Mammoth Lakes		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Mono County	Loc			Mono County Local Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Amy Callanan			760-965-3657	acallanan@townofmammothlakes.ca.gov		

Project Title

Meridian and Minaret Roundabout

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

The proposed Meridian and Minaret Roundabout will be located at the intersection of Meridian Boulevard and Minaret Road in Mammoth Lakes, CA. The project would replace the existing signalized intersection with a roundabout, and would incorporate modifications to the Minaret Road multi-use path (MUP) project, which includes a separated Class 1 MUP, curbs, bike and pedestrian ramps along Minaret Road. The roundabout would be approximately 120-ft in diameter with a 10-ft truck apron. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.

Component	Implementing Agency
PA&ED	Town of Mammoth Lakes
PS&E	Town of Mammoth Lakes
Right of Way	Town of Mammoth Lakes
Construction	Town of Mammoth Lakes

Legislative Districts			
Assembly:	Senate:	Congressional:	
25	1	25	
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)			12/31/2024
Begin Right of Way Phase			07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)			12/31/2024
Begin Construction Phase (Contract Award Milestone)			07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/2025
Begin Closeout Phase			12/31/2025
End Closeout Phase (Closeout Report)			06/01/2026

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**Additional Information**

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District	County	Route	EA	Project ID	PPNO
09	Mono County	Loc			

Project Title  
 Meridian and Minaret Roundabout

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Town of Mammoth Lakes
PS&E									Town of Mammoth Lakes
R/W SUP (CT)									Town of Mammoth Lakes
CON SUP (CT)									Town of Mammoth Lakes
R/W									Town of Mammoth Lakes
CON									Town of Mammoth Lakes
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		180						180	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		180						180	

Fund #1: RSTP - STP Local (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Town of Mammoth Lakes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		180						180	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		180						180	

**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: **Northshore Drive Rehabilitation Project**

APPROVED:



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Kalen Dodd, Mono County Engineer

**1. Transportation Problem**

Pavement is badly deteriorated and ride quality is poor due to extreme transverse cracking and areas of failing asphalt concrete.

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

Northshore Drive, June Lake, CA

**3. Description of Project Limits**

Northshore Drive from the northwest intersection with State Highway 158 to the southwest intersection with State Highway 158.

**4. Description of Project Scope**

Rehabilitation of existing asphalt concrete on Northshore Drive from the intersection of Pine Cliff Road to the southwest intersection with State Highway 158. The project includes paint striping, paint marking, road sign replacement, and minor drainage repairs.

**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: June 2026

Environmental Issues:

None expected. The project will replace an existing road surface with no expansion of use.

**7. Traffic Data (Estimated)**

Current ADT: Varies (<1500)

% Trucks: 3%

Current Design Hourly Volume: 100

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

**RIGHT OF WAY**

Right of Way Acquisition	\$ 0
Right of Way Support	\$ 0
Utility Relocation (exclude if included in construction)	\$ 0
<b>TOTAL RIGHT OF WAY COMPONENT COST</b>	<b><u>\$ 0</u></b>

**CONSTRUCTION**

<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
Pulverize Existing Pavement Section, Finish Roadway	7.1	\$ 435,000
Over-Excavation / Embankment		\$ 281,000
4" Hot Mix Asphalt		\$ 2,450,000
Shoulder backing		\$ 140,000

**Hardware Upgrades**

Guardrail	\$ 0
Signals and lighting	\$ 0
Other (Road Signs)	\$ 11,000

<u>Mobilization</u>	\$ 238,000
<u>Water Pollution Control / Storm Water Pollution Prevention Plan</u>	\$ 46,000
<u>Drainage Rehabilitation</u>	\$ 50,000
<u>Utility Relocation</u>	\$ 0
<u>Temporary Traffic Control</u>	\$ 72,000
<u>Paint stripes and paint markings</u>	\$ 57,300
<u>Other (Survey Monument Replacement)</u>	\$ 7,000

CONSTRUCTION SUBTOTAL	\$ 3,787,300
10% Contingency	\$ 378,730

TOTAL CONSTRUCTION COST \$ 4,166,030

Construction Engineering \$ 388,354

TOTAL CONSTRUCTION COMPONENT COST **\$ 4,554,384**

**13. Scheduling**

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	07/2025	06/2026
Plans, Specifications, and Estimate	07/2026	06/2027
Right of Way	07/2026	09/2026
Construction	05/2028	12/2028

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

Encroachment Permit / Caltrans, NPDES General Permit / Lahontan Regional Water Quality Control Board

**15. Other Considerations**

Utility and/or Railroad Involvement: None

Consistency with other planning:

Project is identified for rehabilitation in Mono County's Pavement Management System, Capital Improvement Program, and in the Local Transportation Commission's Regional Transportation Improvement Program.

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/13/2023 11:33:43
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			5060	Mono County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Mono County				Sacramento Area Council of Governments	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Chad Senior			760-924-1912	csenior912@gmail.com	

Project Title

Northshore Drive Rehabilitation Project

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

In June Lake, CA on Northshore Drive from the northeast intersection with Highway 158 to the south intersection with Highway 158. Rehabilitation of existing asphalt concrete with associated paint striping, paint markings, road sign replacement, and minor drainage repairs.

Component	Implementing Agency				
PA&ED	Mono County				
PS&E	Mono County				
Right of Way	Mono County				
Construction	Mono County				
<b>Legislative Districts</b>					
Assembly:	8	Senate:	4	Congressional:	3
Project Milestone				Existing	Proposed
Project Study Report Approved				09/12/2023	
Begin Environmental (PA&ED) Phase					07/01/2025
Circulate Draft Environmental Document	Document Type CE/CE				09/01/2025
Draft Project Report					01/01/2026
End Environmental Phase (PA&ED Milestone)					06/30/2026
Begin Design (PS&E) Phase					07/01/2026
End Design Phase (Ready to List for Advertisement Milestone)					06/30/2027
Begin Right of Way Phase					07/01/2026
End Right of Way Phase (Right of Way Certification Milestone)					09/01/2026
Begin Construction Phase (Contract Award Milestone)					05/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2028
Begin Closeout Phase					01/01/2029
End Closeout Phase (Closeout Report)					06/30/2029

**Additional Information**

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**Project location:**

Start - Latitude 37.799442, Longitude -119.063342

End - Latitude 37.770256, Longitude -119.257456

**Funding Note:**

Sacramento Area Counsel of Governments (SACOG) is providing \$104,384 in STIP funding for this project. The Mono County Transportation Commission provided \$104,384 in Highway Improvement Program (HIP) funds to SACOG for their use in a previous year. The SACOG STIP funds applied to the Northshore Drive Rehabilitation Project are a repayment of the Mono County HIP funds.

District	County	Route	EA	Project ID	PPNO
09	Mono County				5060

Project Title  
 Northshore Drive Rehabilitation Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)			35					35	
PS&E				85				85	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					4,554			4,554	
TOTAL			35	85	4,554			4,674	

Fund #1: Local Funds - Local Transportation Funds (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Mono County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)			35					35	
PS&E				85				85	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			35	85				120	



**MONO COUNTY**  
**DEPARTMENT OF PUBLIC WORKS**

Post Office Box 457 • 74 North School Street • Bridgeport, California 93517  
 760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

**EXHIBIT 23-K**  
**LOCAL ROAD REHABILITATION PROJECT CERTIFICATION**

To: Mono County Local Transportation Commission  
 P.O. Box 347  
 Mammoth Lakes, CA 93546

Date: 11/13/2023

The County of Mono submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines:

**NORTHSHORE DRIVE REHABILITATION PROJECT**

**Description:**

The project will rehabilitate existing asphalt pavement on Northshore Drive in the community of June Lake.

Street/Road	From ----- to -----	Local Road Facility	PPNO	Rehabilitation Strategy	Service Life (Years)
Northshore Dr.	3.55 mi	AC Pavement	5060	Full Depth Reclamation	20+

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section 23.2.4 “Eligibility of Local Road Rehabilitation Projects”, Chapter 23 of the Local Assistance Program Guidelines.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 years of service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate.)
- The work does not degrade any existing safety or geometric aspect of the facility.

City/County Signature:   
 Kalen Dodd, PE 73887

Title: Mono County Engineer

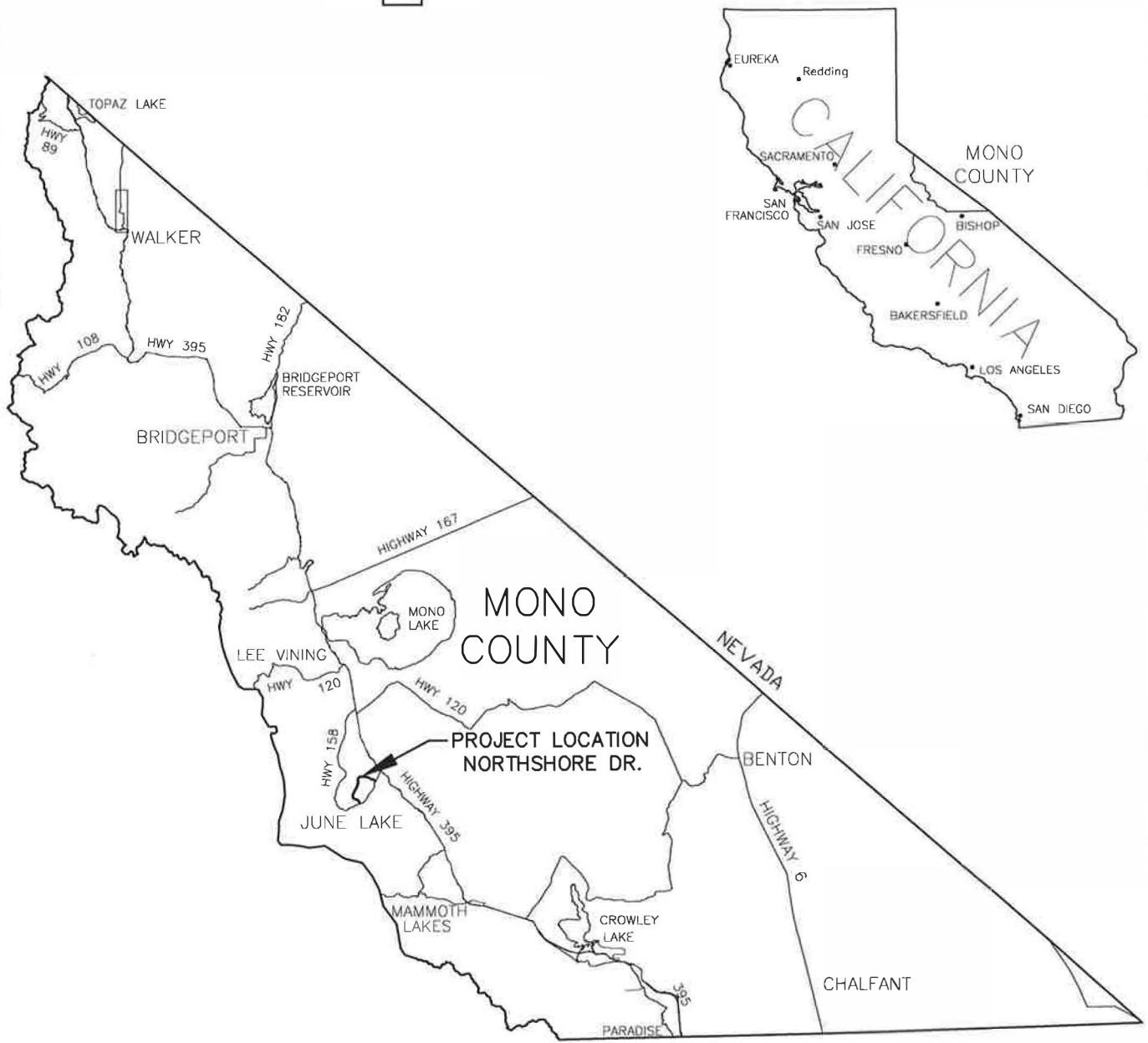
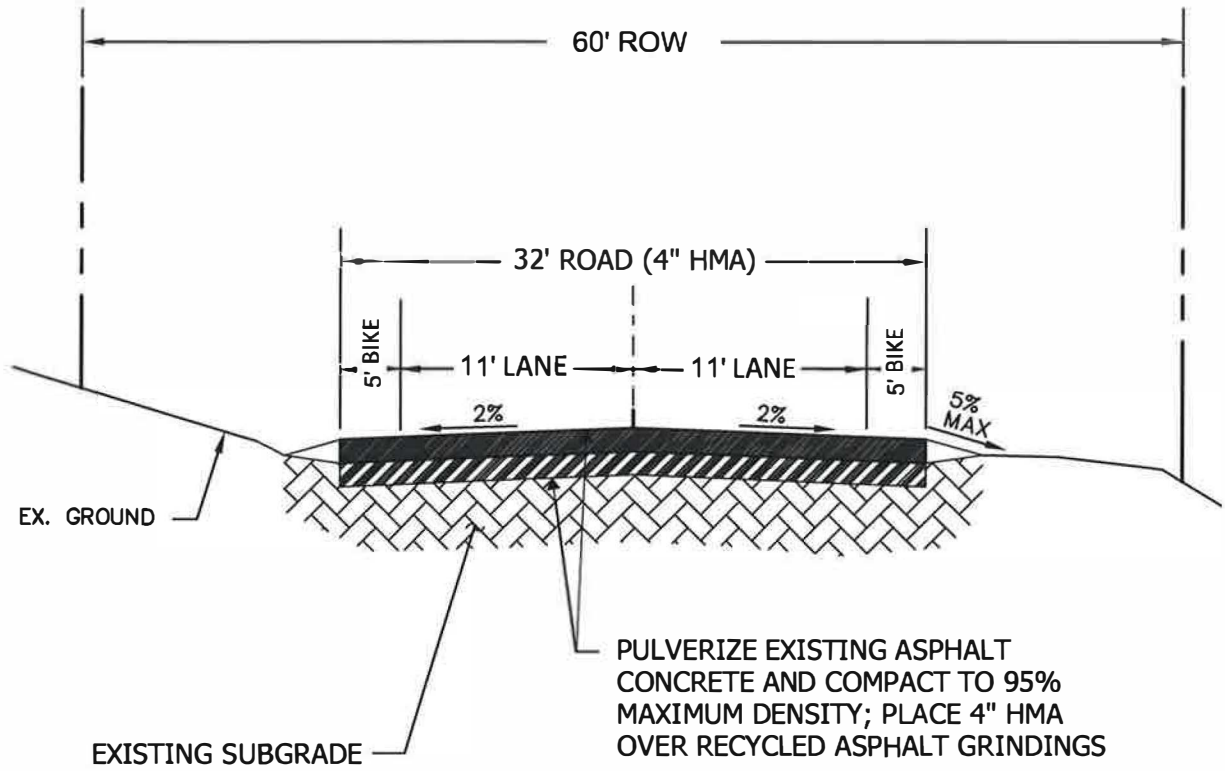


EXHIBIT 1  
NORTHSHORE DRIVE REHABILITATION PROJECT  
PROJECT LOCATION MAP

Sheet  
1 OF 3  
NO SCALE





ROADWAY SECTION  
NORTHSHORE DRIVE

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  
NORTHSHORE DRIVE  
REHABILITATION PROJECT  
TYPICAL 32'-WIDE ROAD SECTION



Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	12/14/2023 20:26:52
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09		0923000033	2003	Mono County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Mono County					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Gerry LeFrancois			760-924-1800	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	Mono County Local Transportation Commission
PS&E	Mono County Local Transportation Commission
Right of Way	Mono County Local Transportation Commission
Construction	Mono County Local Transportation Commission

Legislative Districts			
Assembly:	Senate:	Congressional:	
8	4	Existing	Proposed
Project Milestone			
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)			

**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.

District	County	Route	EA	Project ID	PPNO
09	Mono County			0923000033	2003

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Mono County Local Transportation C
PS&E									Mono County Local Transportation C
R/W SUP (CT)									Mono County Local Transportation C
CON SUP (CT)									Mono County Local Transportation C
R/W									Mono County Local Transportation C
CON	3,920							3,920	Mono County Local Transportation C
<b>TOTAL</b>	<b>3,920</b>							<b>3,920</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,920		125	125	100	100		4,370	
<b>TOTAL</b>	<b>3,920</b>		<b>125</b>	<b>125</b>	<b>100</b>	<b>100</b>		<b>4,370</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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	3,920							3,920	\$253 CON voted 09/13/02
TOTAL	3,920							3,920	\$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	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,920		125	125	100	100		4,370	
<b>TOTAL</b>	<b>3,920</b>		<b>125</b>	<b>125</b>	<b>100</b>	<b>100</b>		<b>4,370</b>	

**Section 18 - 2024 RTIP Adopting Resolution 23-12**

# Mono County Local Transportation Commission

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

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

## RESOLUTION R23-12

### A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE 2024 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**, projects have been developed in accordance with the 2024 State Transportation Improvement Program (STIP) guidelines, the Regional Transportation Plan; and the input of Mono County, the Town of Mammoth Lakes, and Caltrans District 9; and

**WHEREAS**, the new local projects are identified in the 2024 Regional Transportation Improvement Program are the Minaret Road Multi Use Path, South Main Street reprogramming, Meridian and Minaret Roundabout, and North Shore Drive Rehabilitation; and

**WHEREAS**, the projects identified in the 2024 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 2024 Regional Transportation Improvement Program which is hereby incorporated by reference.

**PASSED AND ADOPTED** this 13 day of November 2023, by the following vote:

Ayes: Kreitz, Chang, Sauser, Holler, Duggan

Noes:

Abstains:

Absent: Peters

  
Rhonda Duggan (Nov 13, 2023 10:13 PST)

Rhonda Duggan, Chair  
Mono County Local Transportation Commission

Approved as to form:

  
Stacey Sirizon (Nov 13, 2023 09:43 PST)

County Counsel

ATTEST:

  
Heidi Willson, Secretary

## **Section 19 - 2024 RTIP Fact Sheet**

Mono County Local Transportation Commission  
2024 Regional Transportation Improvement Program

Fact Sheet

This RTIP has been developed in partnership with District 9, Town of Mammoth Lakes and Mono County. The RTIP emphasis is to continue upgrading the backlog (fix it first) of local projects and continue to discuss MOU projects on State Route 14 and US 395 once a successor MOU and fiscal resources improve for all the MOU partners. The Town of Mammoth Lakes is proposing three projects. The Minaret Road Multi-Use Path (MUP), the South Main Street reprogramming, and the Meridian and Minaret roundabout. Mono County is proposing one, the North Shore Drive rehabilitation project. Planning, Programming, and Monitoring funds are programmed for future project development.

Minaret Road Multi-Use Path (MUP)

The proposed Minaret Road multi-use path (MUP) will connect the Old Mammoth MUP to the Lakes Basin Trail MUP and other existing and future pedestrian and bicycle facilities. The Minaret Road MUP Project (project) will construct a separated Class I MUP that is physically separated from the roadway and provides additional non-motorized modes of travel. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed. The project will close a gap between the Lakes Basin Path and Old Mammoth Road MUP providing enhanced circulation and mobility options. The path will reduce pedestrian / vehicle conflicts along the length of the project. This project advances complete streets and pedestrian and bike safety in Mammoth Lakes.

South Main Street reprogramming

The project is along the South Side of Main Street (SR203) from Minaret Road to Callahan Way. The Main Street MUP will close a gap between the Lakes Basin Path and the Town Loop MUP located at Callahan Way. The project includes 1700LF of separated ADA compliant asphalt multi-use path, drainage improvements, slope protection, transit improvements, lighting, signage and wayfinding, and other supportive infrastructure. The project will reduce vehicle / pedestrian conflict points. The MUP will also provide current users with a safer path of travel than the existing shoulder of Main Street. The project will directly remedy potential safety hazards by providing: a 10-foot-wide MUP for pedestrians and bicyclists to separate them from vehicular traffic, and safety lighting so the areas are well lit and trail users are visible. This project advances complete streets and pedestrian and bike safety in Mammoth Lakes.

Meridian and Minaret roundabout

The proposed Meridian and Minaret Roundabout will be located at the intersection of Meridian Boulevard and Minaret Road in Mammoth Lakes, CA. The project would replace the existing signalized intersection with a roundabout, incorporate modifications to the Minaret Road multi-use path (MUP) project, which includes a separated Class 1 MUP, curbs, bike and pedestrian ramps along Minaret Road. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed. The project will improve operational performance at the existing signalized intersection of Meridian Boulevard and Minaret Road. The roundabout will reduce delays for traffic moving through the intersection, and the integration with the Minaret MUP project will reduce pedestrian/vehicular conflicts. This project improves safety and multi-modal improvements at this intersection.

North Shore Drive rehabilitation project

The proposed project would rehabilitate North Shore Drive from the northeast intersection of SR 158 to the south intersection of SR 158. Rehabilitation would include roadway, bike lanes, paint striping, paint marking, road sign replacement and minor drainage repairs. Northshore Drive provides an alternative route into and out of the Community of June Lake when SR 158 is closed for avalanche danger. The current roadway has failing asphalt and transverse cracks. This project will improve safety for both vehicles and bicyclists.

Planning Programming and Monitoring

This funding component provides for various studies that are necessary to program projects in future Regional Transportation Improvement Program cycles.