

Mono County Local Transportation Commission

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AGENDA

April 8, 2013 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

3. APPROVAL OF MINUTES: March 11, 2013 – **p. 1**

4. COMMISSIONER REPORTS

5. ADMINISTRATION

- A. PUBLIC HEARING: Unmet Needs. Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, and provide any other direction to staff (*Wendy Sugimura*) – **p. 5**
- B. Review and approve 2012-13 Overall Work Plan (OWP) amendment #2 (*Mary Booher*) – **p. 16**
- C. Review comments received on proposed 2013-14 Overall Work program and provide desired direction to staff (*Mary Booher*) – **p. 83**
- D. Receive MAP-21 update, authorize follow-up letter & provide any desired direction to staff (*Gerry Le Francois*) – **p. 84**
- E. Receive 2011-12 LTC audit report & provide any desired direction to staff (*Mary Booher*) – **p.90**
- F. Receive staff report on preliminary estimates for 2013-14 Local Transportation Funds (LTF) and provide any desired direction to staff (*Mary Booher*) – **p. 91**
- G. Further review commissioner LTC priorities & provide any desired direction to staff – **p. 94**

6. LOCAL TRANSPORTATION ISSUES

- A. Receive status report on Tioga Road opening & provide any desired direction to staff (*Jeff Walters*) – **p. 99**
- B. Receive status report on Convict Road rehabilitation (*Garrett Higerd*) – **p. 100**

7. TRANSIT

- A. Eastern Sierra Transit Authority (ESTA) update
- B. Yosemite Area Regional Transportation System (YARTS) update

8. CALTRANS

- A. Report activities in Mono County and provide pertinent statewide information

9. INFORMATIONAL

- A. National Park Service Commends YARTS – **p. 103**
- B. CA Statewide Local Streets & Roads Need Assessment – **p. 104**

More on back...

10. **UPCOMING AGENDA ITEMS**

11. **ADJOURN** to May 6, 2013

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

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

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DRAFT MINUTES

March 11, 2013

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Rick Wood (alternate), **ABSENT:** Matthew Lehman.

COUNTY STAFF: Scott Burns, Gerry Le Francois, Garrett Higerd, Mary Booher (video), Heather deBethizy, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Forest Becket

ESTA: John Helm, Jill Batchelder

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:03 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and Commissioner Bacon led the pledge of allegiance.

2. **ELECTION OF VICE-CHAIR:** Commissioner Bacon was nominated for vice-chair. (Ayes: 6-0.)

3. **PUBLIC COMMENT:** None.

4. **APPROVAL OF MINUTES:**

1) December 10, 2012, *continued from Feb. 11* (no January meeting)

MOTION: Adopt minutes of Dec. 10, 2012, as submitted. (Bacon/Hogan. Ayes: 3. Abstain: Fesko, Stump, Wood.)

2) February 11, 2013

MOTION: Adopt minutes of Feb. 11, 2013, as submitted. (Fesko/Stump. Ayes: 3. Abstain: Bacon, Hogan, Wood.)

5. **COMMISSIONER REPORTS:** Hogan: Town Council approved MAP-21 letter. Hogan: Mobility Commission dissolved, but former members will serve in advisory role. Johnston: LADWP has suggested Caltrans may be responsible for Keeler dunes emissive. Great Basin will look at that.

6. **ADMINISTRATION**

A. **2013-14 Overall Work Program (OWP):** Mary Booher mentioned that it takes more time to respond to Sacramento comments. Work elements are not fully developed. Any major changes from 2012 to 2013? *RTIP update in December. No new funds for grant applications. Town added additional work elements.*

Jessica Morriss outlined eight new work elements: 1) Mobility: Unsure of scope of work. Can't do CEQA with LTC funds. Scott Burns stated CEQA can be done if incorporated into Rural Transportation Program (RTP), which will include the Town. Peter Bernasconi stated General Plan appendix details State requirements of Circulation Element. 2) Parking: Key transportation issue. Town-wide parking benefit district is proposed. Main Street is under way now. Done by consultant? *Most [elements] are supported by consultants, as Town doesn't have adequate staff. Hire intern dedicated to LTC work program.*

Commissioner Johnston contested the term "likely" in parking completion time frame. *Start times may be later, into next fiscal year.* Programs never seem completed, just continued year to year. Maybe "likely" contributes to perpetually not done on time, which is not good public policy. Show cutoff date and milestones to reach; if can't reach, return to LTC. Commissioner Bacon disagreed, stating estimated completion dates and timeline are shown, and other phases precede it. Johnston thought "likely" allows continued maybes, especially

if dependent on previous things. Commissioner Fesko noted other items don't have "likely" and saw it as splitting hairs. Commissioner Hogan, as former planner and decision maker, stated sometimes can't hold to a schedule that's dependent on projects completed, consultants available. Johnston countered that when he said something would get done, it did. This is exactly why people complain about government. Commissioner Stump cautioned against a perpetual slide to "what ifs." LTC and staff noted concern, and Morriss offered to present a comprehensive update later.

Morriss continued with the other new work elements: 3) Sidewalk master plan: Prioritize snow management for pedestrian facilities. 4) Streetscape standards. 5) Air quality: Town staff already performs daily monitoring during winter and information goes into air quality management plan. 6) Speed survey study: Data collection on all town streets to back up posted speed limits. Educate public on why speed limits are set the way they are. Hogan suggested finding how other cities have overcome issue of speed limits. Stump added limits are bound by state law as well. Morriss saw the study as ideal for an intern. 7) Asset management plan: Ranges from trash cans to streets, pavement, bike lanes, etc. 8) Caltrans/Town maintenance agreement.

Booher noted that ESTA also added a short-range transit plan. 700-13-0: Project study reports will come out later in LTC priorities on this agenda. Discuss monthly so comfortable and familiar with approval when ready. Final version will have amounts assigned to projects. Adopt in May because won't have financials earlier. Forest Becket thought May would be ideal.

B. MAP-21: Gerry Le Francois identified MAP-21 as a standing agenda item. Program structure shows old SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) opposite MAP-21. Chart was created by Rural Counties Task Force. Surface Transportation Program is \$437 million, with Mono's cut \$230,000. Could be \$670,000 under STIP process. Haven't heard of any proposed legislation. Graphic on p. 91 shows that urbanites recreate in red zones, national parks, forests. Commissioner Fesko found Mono's -95% disturbing. Population-based formulas are popular with urbanites. Fesko mentioned wear and tear on 395, resurfaced several times. Le Francois indicated no lobbying by staff. Fesko is an alternate on the task force, so can lobby.

C. LTC 2013 priorities: Commissioner Johnston asked for more input and discussion later. New items: 1) Signage to Mammoth: Forest Becket noted town is not on 395, such as Adelanto-Bishop (primary destinations along route). Caltrans could request District 8 sign coordinator to add Mammoth as destination, but not mileage. Commissioner Fesko thought it a reasonable request to consider when updating signs. 2) Deer fence: Scott Burns noted Transportation Enhancement (TE) project was proposed, but LTC could pick it up. Becket indicated no more access to TE funds. 3) Lower Rock Creek: Commissioner Stump thought subdivisions would increase traffic. Connect Tom's Place with Lower Rock Creek. Commissioner Bacon suggested coordinating with USFS improvements on Upper Rock Creek. Burns wanted to determine priorities among a list of projects; categorize items as maintenance, new, or non-highway. Reorder priorities of master list in same order as Johnston's list.

D. Interregional MOUs: Brad Mettam compiled a list, noting \$248 million spent on improving access to Eastern Sierra. Original structure was 40% local, 40% interregional, 10% Inyo, 10% Mono. The Interregional Improvement Program (IIP) is statewide competitive fund for projects, and it is unlikely Caltrans could have competed for funds by itself. Leveraging funds allowed projects to be expedited. Summary attachment to MOUs is a long narrative of how things changed over time. Add attachments as things evolve to simplify keeping up with moving target. Commissioner Johnston noted Mono leveraged a lot of road funds (\$250,000) in joint effort. What is *not* shown is that local projects were not questioned by California Transportation Commission (CTC). Addendums avoid re-examining projects. Commissioner Hogan indicated map shows how roads lead to us. {MOUs} show what rural counties can do together. Forest Becket noted other agencies are doing that as well. CTC sets priorities to guide projects to fund. It used to say no local projects at all. Caltrans sets up priorities in State Highway Operation & Protection Program (SHOPP), now saying no major rehabilitations, as SHOPP is not funding those. Think of safety: data are driven by actual collisions.

Alternate Commissioner Wood, who was on LTC when MOU idea originated, was astonished by results of sending Mono's money elsewhere. Commissioner Stump thought letter needs follow-up to reference numbers blending on MAP-21. Simplify data into chart or paragraph to show why we're doing this. Becket suggested discussing further; out of sight, out of mind is good for Eastern Sierra. Somebody might push back against \$250,000. Johnston wanted to keep pressure on. Becket wanted to stick with narrative, highlight whatever we have. Johnston suggested monthly letters with new twist for lane miles, not population, with a bullet format of what was sent before. Fesko suggested including RCRC map. Becket wanted CTC to look at what Mono's done trying to complete corridor for movement of people, goods and services. Population basis would bring that to a screaming halt. Johnston pointed out that US 395 is fourth major north/south corridor.

E. Scenic Byway: Heather deBethizy indicated a grant to write a corridor management plan. Kicked into high gear, hired consultant, and identified marketing and projects as most important parts. First round of RPAC outreach generated no negative feedback once people realized no new regulations would ensue. Second round later this year will request more feedback. Information Technology (IT) has collected data on parking inventory of areas along 395 corridor: June Lake, Bridgeport, Lee Vining. Walkable Communities documents were scanned for potential policies. Trail planning on Eastern Sierra Regional Trail includes Mono/Yosemite, an economic development project. Trail meeting last week had good turnout. Once Mono approves plan, send in as application to Federal Highway Administration.

Why was June Lake on SR 158 included but not Mammoth Lakes on SR 203? *Mammoth has collected its own data. Take idea to Town Planning Commission? No drop-off line on national designation, but California has specific lines drawn. Federal goes only where state designation exists. Antelope Valley (AV) did not want inclusion in CA designation. AV is not included in any projects, is skeptical of CA designation. Fesko noted designation stops at communities. Wished starts/stops didn't exist, but gaps are small. If Walker and Coleville wanted to connect to SR 89, argument would be better, but no desire exists for CA designation. Could revisit communities. Part of grant is to update CA. Look at intrusions along highway. CA has lots of regulations. Commissioner Fesko noted that communities opted out of CA due to distrust – didn't want looks dictated. Walker, an economic hub, has potential through federal designation. Business owners need to step up and want to do something for their community regardless of what they're promised. He noted Bridgeport stepped up, got involved with staff and Caltrans. Walker area doesn't have that at this point. Commissioner Johnston didn't want AV to miss marketing opportunities.*

F. Tuolumne River Plan: Heather deBethizy stated that National Park Service (NPS) prepared a plan analyzing approaches to managing visitor experience within wild-and-scenic corridor. She summarized NPS's preferred Alternative IV. Staff reviewed the plan and wrote comments. Most General Plan policies were transportation-related. DeBethizy reviewed main objectives and Mono's response.

Commissioner Johnston, who attended the recent NPS presentation, commented that roadside parking ought to be eliminated in Tuolumne Meadows, but not beyond; day-use horseback riding is a traditional national park use; and gas station closure doesn't make a lot of sense. No gas for tourists but for NPS? Fix tank if it leaks. Dispersed gas stations would be better. Inconsistencies were driven by lawsuit. Wild/Scenic status in national park is more stringent on day-use activities. Commissioner Fesko thought that anyone going to Yosemite impairs resources to some extent. The gas station had a lot of history, and nothing shows harm.

Scott Burns indicated that two plans are out, with Merced River Plan deadline a month later, and requested extension of Tuolumne past March 18. Commissioner Hogan mentioned bikes. Maybe a letter from LTC? Commissioner Stump thought removing horseback in Tuolumne would create an access issue for some people. Much of the park is available only to hikers, so some sections need alternatives. Include horse and bike rentals.

Johnston thought maintaining wilderness experience seemed inappropriate in Tuolumne Plan, as it's a river plan. *How many times encounter person or horse on trail impacts wilderness experience.* Commissioner Fesko suggested "reducing impairment," not unimpaired. Minimize impact.

MOTION: Authorize Chair's signature on letter regarding Tuolumne River Plan. (Ayes: 6-0.)

G. Social Services Transportation Advisory Council (SSTAC): Wendy Sugimura noted State law requires three-year terms, mostly reappointments from same agencies, maybe different people. Make sure those perspectives are represented. It's hard to get people out to public meetings, so try to get information from agencies. MMSA designee? *Appointed last year, never attended.* Transportation role has been reduced with ESTA involvement, but MMSA still does some transit. Sugimura distributed an updated roster.

MOTION: Authorize appointment of SSTAC members. (Fesko/Stump. Ayes: 6-0.)

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder requested approval of Coordination Plan specifically for commuter routes. Vanpool operates at different times than commuter routes. Helm said mileage compensation for transporting people out of area for medical needs is generally from highway trust fund, so likely not impacted by sequester.

MOTION: Approve Federal Transit Administration Section 5316 Job Access and Reverse Commuter and Section 5317, New Freedom Coordinated Plan Certification, and authorize executive director to sign the Coordinated Plan Certifications. (Bacon/Hogan. Ayes: 6-0.)

B. ESTA update: Helm received e-mail on options for medical transport to Reno area. ESTA is looking at minor modification of Bridgeport-Carson City route one day/week primarily for shopping and medical. Vast majority of riders surveyed OK'ed shorter trip to Gardnerville's new Walmart, but with advance notice could continue on to Carson City. Bus takes passengers around as needed. Other connections with outside services? *Douglas County Transit, unaware of connections. 395 routes go on through, no stops. Combine with airport runs? Reno route has one stop each at Gardnerville and Carson City; could be done but not nearly as convenient. Inter-city route policy allows one-way fare. Ridership? Typically four to six. Carson City fare would be reduced from \$16 to \$10.60 for Gardnerville, so likely would attract more riders.* Commissioner Fesko encouraged letting people know. Enhanced use of technology in Mammoth Lakes includes "next bus" for smart phone models only on Red Line; seeking funding to add trolleys at night and summer and eventually Mammoth Express and 395-Reno.

C. Yosemite Area Regional Transportation System (YARTS): Scott Burns announced meeting next Monday. Summer hiker buses will leave from Mammoth at 6 a.m. Ran out of time last year to market summer buses, and will market heavily this year. Tuolumne River Plan acknowledges YARTS, but is not tied to it.

8. CALTRANS

A. Activities in Mono County: Forest Becket anticipated final paving at High Point. Commissioner Fesko noted south wall had one piece of concrete, north wall work was done, and no accidents even though curve is worst it's ever been.

9. INFORMATIONAL: MAP-21 letter to legislators

10. UPCOMING AGENDA ITEMS: 1) LTC priorities; 2) update on Town OWP items; 3) OWP status report with redline, adoptable in May; 4) MAP-21 updates; 5) another letter with map; 6) Tuolumne Plan draft letter related to transportation; 7) unmet needs hearing

11. ADJOURN at 11:25 a.m. to April 8, 2013

Prepared by C.D. Ritter, LTC secretary

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Staff Report

April 8, 2013

TO: Mono County Local Transportation Commission

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

SUBJECT: 2013-14 Unmet Needs Hearing

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

FISCAL IMPLICATIONS: To be determined.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Work Element 300-12-0 contains unmet needs hearing tasks, and Public Utilities Code §99238.5 requires a public hearing for the Citizen Participation Process and Unmet Needs. The Regional Transportation Plan (RTP) contains transit goals, policies and objectives supporting the development and maintenance of transit for commuters and transit-dependent persons. The objectives (1.1, 1.2, 1.3 and 1.5) required to be reviewed annually as part of the unmet needs process are evaluated in the staff report.

DISCUSSION:

Background

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

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for April 8, 2013, at 9:00 a.m. in Mammoth Lakes with videoconferencing in Bridgeport. Public notices of these hearings have been published in accordance with state law in local newspapers, flyers printed in both Spanish and English were posted in County offices, and the public hearing was submitted for inclusion in community calendars.

An additional requirement of the Citizen Participation Process and unmet transit needs process is the LTC must consult with the Social Services Transportation Advisory Council (SSTAC) on transit needs in Mono County. SSTAC members are appointed by the LTC to ensure a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means (see Attachment #1). The SSTAC is jointly hosting this public hearing in order to provide direct input to the commission.

Before August 2013, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

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

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

Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Benton/Hammil, Bridgeport, Chalfant, June Lake, Mono Basin, and Paradise to solicit public input. Input from the Long Valley RPAC will be received in late April prior to the next LTC meeting. Public input from the Town of Mammoth Lakes was received in a January Mobility Commission public transit workshop, and no unmet needs were identified.

Public comments received by the time this staff report was written have been summarized in the matrix below to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address input not considered unmet needs. Any input provided after the staff report was written, including input from the Long Valley RPAC, or at the public hearing will be added to this matrix and evaluated for the May meeting. Staff recommends the commission receive further public input at the public hearing, provide feedback to staff about the evaluation of unmet needs in this staff report, and provide any other direction to staff regarding unmet needs or transit services. A resolution finding unmet needs and reasonable-to-meet needs is anticipated to be considered at the May meeting.

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2013-14

	REQUEST	UNMET NEED	REASONABLE TO MEET	ACTIONS/SOLUTION(S)
1	Provide midweek transit service from Chalfant into Bishop for job and school access purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week and demonstrates a fare-box ratio of 11%, just over the 10% minimum. Assuming the ridership remains the same and the LTC allocates funding, this need could be reasonable to meet.	If the LTC allocated additional funding for another driver and vehicle, ESTA could provide the service.
2.	Provide year-round bus service from June Lake to Mammoth on schedules that would meet the needs of both workers and visitors. (The request to revisit transit service between June Lake and Mammoth was an official request by the Citizens Advisory Committee, not an individual.)	This is a request for a service continuation/expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	Providing service for both employees and visitors could be operated with one route. The past routes demonstrate good ridership for employees and would be reasonable to meet if the LTC allocates funding. Visitor ridership was outstanding during the Christmas/New Year holiday, but ridership was poor the rest of the winter season. The visitor route is anticipated to not be cost effective on a year-round basis and is therefore not reasonable to meet. The previous year-round route, which serviced both employees and visitors, was not cost effective.	If the LTC allocated additional funding, ESTA could provide year-round service. Based on previous usage of this route, the funding allocation should anticipate a very nominal fare-box recovery ratio (<10%).
3.	If year-round service between June Lake and Mammoth is not possible, provide service during the peak visitation months (summer and winter).	This is a request for a service continuation/expansion, and could be for obtaining necessities of life. It could	Based on past routes, visitor ridership is expected to be excellent during the Christmas/New Year holiday	If the LTC allocated additional funding, ESTA could provide peak-season service. The funding allocation should anticipate very nominal fare-box recovery.

		qualify as an unmet need.	and would therefore be reasonable to meet. Ridership numbers for a summer peak visitation route are not known, as this route has not previously been operated. ESTA staff believes that ridership would be nominal, as one-way demand for service this winter (stay in June Lake, ski at Mammoth) would not be present (visitors would be more likely to stay and recreate in the June Lake area. It is likely that this route would not be economically reasonable to meet.	
4.	Coordinate ESTA and YARTS routes and timing to allow for direct connections to Lee Vining and Yosemite from Bridgeport for recreational purposes, and/or consider providing an additional morning run.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The 395 route is timed to connect with Greyhound in Reno; therefore, the return run southbound from Bridgeport to Lee Vining is late in the day. Providing an earlier connection to Lee Vining and YARTS would require a new route. The economic viability and cost effectiveness of such a route is unknown at this time. It is likely that this route would not be economically reasonable to meet.	If the LTC allocated additional funding for another driver and vehicle, ESTA could provide the service.

5.	Provide a dial-a-ride service from Chalfant to Bishop for necessities of life that do not correspond with regular route timing.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated low ridership would make this service economically infeasible, and therefore this is not reasonable to meet.	Continue refining the existing transit system to increase efficiency and transit services, stabilizing funding, and increasing ridership.
6.	Provide a bus between Benton and Mammoth for necessities of life.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	This route was tried before (possibly when ESTA was still IMT), and ridership was extraordinarily low. Without a new driving factor, ridership is expected to still be too low to demonstrate cost effectiveness. Therefore, this is not reasonable to meet.	Continue refining the existing transit system to increase efficiency and transit services, stabilizing funding, and increasing ridership.
7.	Provide medical transportation to Reno so passengers could travel to medical appointments and return in the same day.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	State law limits the maximum number of hours a driver may be on the road, which limits the layover time in Reno of the current route. To make the return time later, a second driver would need to be added to the route, which would drive up the price and/or not be cost effective. Therefore, this is not reasonable to meet.	ESTA is pursuing a 5317 New Freedom grant to develop a volunteer driver program to assist with these types of trips. Drivers providing out-of-area transit needs would be reimbursed for mileage.
8.	Provide a hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	The CREST route currently picks up hikers on US 395; local Bridgeport businesses could be encouraged to provide a pick-up service; and/or if a trailhead transit service is implemented in the Inyo National Forest, the model could be evaluated for expansion to the Humboldt-Toiyabe NF.

9.	Provide a means for people to commute from Mono City to jobs (Lee Vining, June Lake, Mammoth, Bridgeport).	A vanpool program exists to meet this need; therefore, this is not considered an unmet need.	A Mono City commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.	None.
10.	Provide a commuter van for people from Benton and Chalfant.	A vanpool program exists to meet this need; therefore, this is not considered an unmet need.	A Benton/Chalfant commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.	None.
11.	Incorporate bike lanes into regional and local roads in Bridgeport; e.g., on Hwy 182 and Twin Lakes Road. A pedestrian/bike lane is anticipated to be included on County roads during the Bridgeport Streets project.	Bike lanes do not affect the availability of transit and therefore does not qualify as an unmet need.	N/A	The desire for bike lanes on Hwy 182 and Twin Lakes Road will be added to the Regional Transportation Plan with the current update. As a result of the Main Street Revitalization project, a pedestrian/bike lane is anticipated to be striped on some County roads as part of the Bridgeport Streets project this summer.
12.	Modify the schedule of the Benton bus so it can allow for connections to the Reno, Lancaster and Mammoth buses in the same day.	This is a schedule modification not a new or expanded service, and therefore is not an unmet need.	N/A	ESTA will take into consideration when programming routes.
13.	A comment was made in appreciation of the level of service provided in Antelope Valley.	No service was requested; therefore, this is not considered an unmet need.	N/A	None.

The following objectives under Transit Policy I of the Regional Transportation Plan are to be reviewed annually at the unmet needs hearing:

Objective 1.1: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

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

Objective 1.2: Support public transit financially to the level determined by 1) the “reasonable to meet” criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

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

Objective 1.3: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

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

Objective 1.5: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

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

ATTACHMENTS

1. Public Utilities Code §99238, Social Services Transportation Advisory Council.
2. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL 99238.

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

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

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

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

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

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

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

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

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

2013-2014 Social Services Transportation Advisory Council Roster

Name	Term Exp.
Carolyn Balliet, Mono County Health Department and Seniors	2014
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2014
Kathy Copeland/Laurel Martin, Executive Director, Disabled Sports, Eastern Sierra	2014
Rick Franz, Transportation Planner, Caltrans	2014
Mammoth Mountain Ski Area Transportation, Designee	2015
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2015
Terri Speidel, IMACA Community Services Director	2015
Megan Foster, Mono County Social Services	2015
Natalie Sanders, Case Manager, Mammoth Hospital	2016
Jill Batchelder, ESTA, CTSA	2016
John Helm, ESTA, CTSA	2016

RESOLUTION 98-01

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

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

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

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

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

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

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

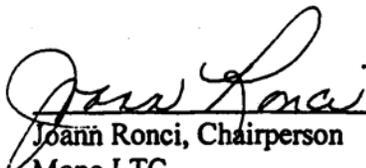
Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

Noes:

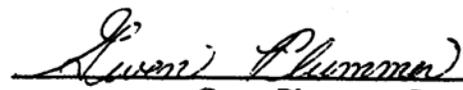
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760- 924-1800 phone, 924-1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

April 8, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner
Mary Booher, Administrative Services Manager

SUBJECT: 2012-13 Overall Work Program (OWP) Amendment #2

RECOMMENDATIONS:

Approve proposed Amendment #2 to the 2012-13 Overall Work Program, authorize staff to make further budget adjustments between work elements (net of \$0) once third-quarter invoices are completed to include in the amendment submitted to Caltrans. Staff will also be available to provide updates on the status of these projects. Provide any desired direction to staff.

FISCAL IMPLICATIONS:

This amendment includes minor revisions to some tasks (see redline version) as well as budget adjustments between work elements to more closely match actual expenses. There are no additional funds to be allocated, so the net of the budget adjustments will be \$0.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY:

The OWP provides funding and support studies for the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). Some work items will be used for future RTP and/or RTIP projects.

DISCUSSION:

Staff proposes some minor revisions to tasks within the Work Element to reflect the changing nature of our projects. Also, based on Caltrans guidance, this is the last opportunity we have during this fiscal year to make budget adjustments between work elements. Staff will provide any preliminary budget information we have available, but since 3rd quarter invoices are not due to the County until April 20th, this information will not be complete. Staff is requesting the authority to make necessary budget adjustments in the amendment submitted to Caltrans and report back on these to the Commission in May.

ATTACHMENTS:

- 2012-13 OWP amendment #2 draft
- 2nd quarter LTC reports

Mono County Overall Work Program

2012-2013

1st Draft March 26, 2012
2nd Draft May 2, 2012
Final Approved by LTC May 14, 2012
Amendment #1 Approved by LTC December 10, 2012
Amendment #2

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OVERALL WORK PROGRAM

INTRODUCTION

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

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

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along U.S. Highways 395 and 6. Communities along Highway 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share Highway 395 as their main street for commerce and community activities. The Mono LTC has been working with Caltrans to develop plans for Highway 395 that meet community and interregional traveler needs.

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

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

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are in the process of planning improvements to the pedestrian/livable nature of their communities.

Air travel to and from the eastern sierra has made substantial improvements in past years at Mammoth/Yosemite Airport. Winter air service from Mammoth/Yosemite airport includes daily non-stop flights to Los Angeles, San Jose, San Francisco, San Diego and Orange County. Summer air service is available to Los Angeles on a daily basis.

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

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA) is the transit provider in Mono County. Public Dial-A-Ride service has been established within the Town of Mammoth Lakes and public transit extends in some form to most unincorporated communities by Eastern Sierra Transit Authority. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, and has been collaborating with Kern and Inyo counties to maintain and increase interregional transit service to the south. Interregional service is provided between Carson-Reno and Lancaster through the Carson Ridgecrest Eastern Sierra Transit (CREST) route. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining interregional transit services to the eastern sierra.

PUBLIC PARTICIPATION

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

The Town has an active Mobility Commission and Airport Commission. The Mobility Commission is comprised of five members (currently, one vacancy) and the Airport Commission is comprised of five members. Commissioners are appointed by the Town Council. The composition of each Commission, to the extent possible, represents affected agencies, including but not limited to, social services, Mammoth Mountain Ski Area, the Chamber of Commerce, and the Mammoth Lakes Fire Protection District. Other members are appointed as at-large members.

The LTC also maintains a website www.monocounty.ca.gov/cdd%20site/LTC/ltc_home.html. The website provides for public access, agendas, meeting minutes and current RTPA documents.

TRIBAL CONSULTATION

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute Tribe. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets bimonthly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, the Town of Mammoth Lakes, and Mono County. Staff will continue efforts to make presentations and call for projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, Transportation Enhancements and the Regional Transportation Improvement Program.

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

- Every five years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;

- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

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

COST ALLOCATION PLAN

Mono County will be submitting an Indirect Cost Rate Proposal (ICAP) to Caltrans for approval, based on the approved A-87 Cost Allocation Plan.

PLANNING EMPHASIS AREAS UNDER SAFETEA-LU

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors are addressed in the 2010/11 OWP, where applicable for a rural RTPA, is as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
 - Not applicable to a rural RTPA.
2. Increase the safety of the transportation system for motorized and non-motorized users.
 - WE 200-12-0
 - WE 201-12-1
 - WE 300-12-0
 - WE 403-12-0
 - WE 603-11-1
 - WE 604-11-1
 - WE 605-12-2
 - WE 701-12-1
 - WE 800-12-1
 - WE 801-11-2
 - WE 802-11-2
 - WE 900-12-0
 - WE 902-12-2
 - WE 903-12-1
 - WE904-11-2
 - WE 905-12-0
3. Increase the security of the transportation system for motorized and non-motorized users.
 - WE 200-12-0
 - WE 300-12-0
 - WE 403-12-0
 - WE 602-11-2
 - WE701-12-1
 - WE 900-12-0
4. Increase the accessibility and mobility of people and for freight.
 - WE 102-12-2
 - WE 200-12-0
 - WE 201-12-1

-
- WE 300-12-0
 - WE 301-12-4
 - WE302-12-4
 - WE 400-12-3
 - WE 401-12-3
 - WE 402-12-3
 - WE 403-12-0
 - WE 500-11-1
 - WE600-12-0
 - WE 601-11-0
 - WE 602-11-2
 - WE 603-11-1
 - WE 604-11-1
 - WE 605-12-2
 - WE 700-12-0
 - WE701-12-1
 - WE 800-12-1
 - WE 801-11-2
 - WE 802-11-2
 - WE 900-12-0
 - WE 901-11-2
 - WE 902-12-2
 - WE 904-11-2
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- WE 102-12-2
 - WE 103-12-0
 - WE 200-12-0
 - WE 201-12-1
 - WE 300-12-0
 - WE 301-12-4
 - WE 302-12-4
 - WE 400-12-3
 - WE 401-12-3
 - WE 402-12-3
 - WE 403-12-0
 - WE 500-11-1
 - WE 600-12-0
 - WE 601-11-0
 - WE 602-11-2
 - WE 603-11-1
 - WE 604-11-1
 - WE 605-12-2
 - WE 606-12-1
 - WE 700-12-0
 - WE 701-12-1
 - WE 800-12-1
 - WE 801-11-2
 - WE 900-12-0
 - WE 901-11-2
 - WE 902-12-2

- WE 904-11-2
 - WE 905-12-0
 - WE 1000-12-0
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- WE 100-12-0
 - WE 101-12-0
 - WE 102-12-2
 - WE 103-12-0
 - WE 200-12-0
 - WE 201-12-1
 - WE 300-12-0
 - WE 301-12-4
 - WE 302-12-4
 - WE 400-12-3
 - WE 401-12-3
 - WE 402-12-3
 - WE 403-12-0
 - WE 600-12-0
 - WE 601-11-0
 - WE 602-11-2
 - WE 603-11-1
 - WE 604-11-1
 - WE 606-12-1
 - WE 700-12-0
 - WE 701-12-1
 - WE 800-12-1
 - WE 801-11-2
 - WE 802-11-2
 - WE 900-12-0
 - WE 901-11-2
 - WE 902-12-2
 - WE 904-11-2
 - WE 905-12-0
 - WE 1000-12-0
7. Promote efficient system management and operation.
- WE 100-12-0
 - WE 101-12-0
 - WE 102-12-2
 - WE 103-12-0
8. Emphasize the preservation of the existing transportation system.
- WE 200-12-0
 - WE 201-12-1
 - WE 300-12-0
 - WE 401-12-3
 - WE 403-12-0
 - WE 601-11-0
 - WE 603-11-1
 - WE 604-11-1
 - WE 701-12-1

- WE 801-11-2
- WE 802-11-2
- WE 900-12-0
- WE 901-11-2
- WE 902-12-2
- WE 903-12-1
- WE 904-11-2
- WE 905-12-0

WORK ELEMENT 100-12-0
2013/14 OVERALL WORK PROGRAM DEVELOPMENT AND APPROVAL
(FORMERLY WE 100A)

PURPOSE

The purpose of Work Element 100-12-0 is to develop the Overall Work Program and have the OWP approved by Caltrans.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Review status of current OWP projects	County LTC, Town LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Status Update Report	12/31/2012
Solicit potential work items from potential partners	County LTC	Proposed Work items	12/15/2012
Develop priorities for new OWP	County LTC, Town LTC		12/31/2012
Solicit input from LTC on priorities	County LTC		1/9/2012
Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC Staff recommendation	1/31/2013
Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2013
Draft OWP reviewed by LTC	County LTC		2/13/2013
Caltrans review of draft OWP	Caltrans D9		3/1/2013
Draft OWP reviewed by LTC	County LTC		3/12/2013
Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2013
Draft OWP reviewed by LTC	County LTC		4/9/2013
Final Adoption of OWP	County LTC		5/14/2013
Caltrans approval of OWP	Caltrans D9	Approved OWP for 2013/14	6/15/2013

PREVIOUS WORK

Work Element 12-100-0 is primarily devoted to developing the Overall Work Program for the next fiscal year. This is an annual and ongoing work element.

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ 14,704.00	\$ -	\$ -	\$ 14,704.00
Town	\$ 12,000.00	\$ -	\$ -	\$ 12,000.00
Total	\$ 26,704.00	\$ -	\$ -	\$ 26,704.00

WORK ELEMENT 101-12-0
2011/12 AND 2012/13 OVERALL WORK PROGRAM ADMINISTRATION
FORMERLY WE 100B

PURPOSE

The purpose of Work Element 101-12-0 is to administer the Overall Work Program for FY 2011/12 and FY 2012/13.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
2011/12 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	4 th qtr invoices/progress reports	8/5/2012
2011/12 OWP Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 th Qtr RPA and PPM Invoices/progress reports	8/20/2012
Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly Reporting Forms	9/1/2012
Quarter 1 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	1 st qtr invoices/progress reports	10/31/2012
Quarter 1 invoices/progress reports submitted to CalTrans	County LTC	1st Qtr RPA and PPM Invoices/progress reports	11/15/2012
Quarter 2 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	2 nd qtr invoices/progress reports	1/31/2013
Quarter 2 invoices/progress reports submitted to CalTrans	County LTC	2 nd Qtr RPA and PPM Invoices/progress reports	2/15/2013
Review OWP and quarterly reports for possible amendments	County LTC, Town LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Proposed amended Work Elements	3/15/2013
Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/31/2013
Amended OWP adopted by LTC	County LTC	Adopted amended OWP	4/15/2013
Quarter 3 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	3 rd qtr invoices/progress reports	4/30/2013
Quarter 3 invoices/progress reports submitted to CalTrans	County LTC	3 rd Qtr RPA and PPM Invoices/progress reports	5/15/2013

Amended OWP approved by Caltrans	Caltrans	Caltrans approved amended OWP	5/1/2013
Quarter 4 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	4 th qtr invoices/progress reports	8/5/2013
Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 th Qtr RPA and PPM Invoices/progress reports	8/20/2013
Year end paperwork, including Close Out Package to CalTrans	County TLC	Close Out Package	08/31/13

PREVIOUS WORK

This is an annual and ongoing work element.

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00
Town	\$ 4,800.00	\$ -	\$ -	\$ 4,800.00
Total	\$ 14,800.00	\$ -	\$ -	\$ 14,800.00

WORK ELEMENT 102-12-2
TOWN COMMISSION SUPPORT
FORMERLY WE 100C2

PURPOSE

The purpose of Work Element 102-12-2 is for Town staff to provide support for the Town's Airport and Mobility Commissions, which meet on a monthly basis. The Mobility Commission is scheduled to meet the 3rd Tuesday of the month. The Airport Commission is scheduled to meet the 4th Tuesday of the month.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Preparation of Staff Reports or other materials that are non project specific	Town Community Development and Public Works	Staff reports or other materials	Monthly
Prepare agenda packets for Commissions	Town Community Development and Public Works	Agenda packets to commissioners and posted prior to meetings	Monthly
Commission meeting set up and clean up	Town Community Development and Public Works	Meeting location is prepared for each meeting, and cleaned up after	Monthly
Commission meeting minutes	Town Community Development and Public Works	Commission meeting minutes are prepared and published after each meeting	Monthly
Final Deliverable(s)	Town Community Development and Public Works	Agenda packets, including staff reports and meeting minutes	6/30/2013

PREVIOUS WORK

Airport and Mobility Commissions meet on a monthly basis.

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ 12,200.00	\$ -	\$ -	\$ 12,200.00
Total	\$ 12,200.00	\$ -	\$ -	\$ 12,200.00

WORK ELEMENT 103-12-0
LOCAL TRANSPORTATION COMMISSION STAFF SUPPORT
FORMERLY WE 100D

PURPOSE

The purpose of Work Element 103-12-0 is for assigned staff to provide support for the on-going functions of the LTC.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare LTC Agenda Packet	County LTC	Agenda Packets	Monthly
Prepare LTC Minutes	County LTC	Minutes	Monthly
Attend RPACs, other community Outreach as needed	County Planning	Agendas	as needed
Operational and Trust Fund Accounting	County LTC	required reports	as needed
Contract for annual audit for previous year	County LTC	annual audit	12/31/2012
Government-to-Government outreach, including tribal entities	County Planning	Collaborative Planning Team information	quarterly
Provide Public Information regarding transportation related issues	IT Staff-County and Town, County Planning	updated website, information available in offices	as needed

PREVIOUS WORK

The LTC meets on a monthly basis.

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN
FORMERLY 200A

PURPOSE

The purpose of Work Element 200-12-0 is to prepare, adopt, and submit the Regional Transportation Program (RTP) to Caltrans and the California Transportation Commission. This task is performed in cooperatively by Mono County and Town of Mammoth Lakes staff. The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis,
- Provide an assessment of existing conditions,
- Estimate future transportation needs, and
- Identify needed transportation improvements.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Outreach to regional planning advisory committees (9-12 RPACs) on existing RTP goals and policies and revise as necessary	County LTC and TOML	Agendas and draft issues section of RTP	6/1/2013
Policy Review and Development	County LTC	Review notes and draft policies	ongoing
Complete ADA Transition plan and incorporate into RTP	Town	ADA Transition plan	6/30/13
Complete draft mobility element and incorporate into RTP	Town	Draft mobility element	6/30/13
Outreach Tribal Governments, Caltrans, and other applicable agencies.	County LTC	Agendas	6/1/2013
Identification of future transportation needs/improvement	County LTC	List of community/local/state transportation needs (RTIP & TE)	
Review RTP guidelines to identify RTP deficiencies	County LTC	Outline of 08 RTP policy / data gaps	2/1/2013
Review planning statutes as the RTP also serves as Circulation Element of the General Plan	County LTC	Same as above	
Update of mandatory items, includes all modes, consistent with RTP Guidelines/Checklist	County LTC and TOML		6/1/2013
Address 10 issues of sustainable communities strategy to the degree locally applicable, with strong reliance on Town and County General Plans	County LTC and TOML	Draft SCS section	
Initial study for CEQA compliance	County LTC	Completed initial study	
Update required financial policy and action elements, including CIP/RTIP, etc.	County LTC and TOML	Draft elements	7/1/2013
Incorporate natural resource considerations via update of master environmental assessment/EIR	County LTC	Draft EIR	7/1/2013
Following outreach on policy updates, incorporate community policies, including TOML mobility plan	County LTC and TOML	Draft sections of RTP	7/1/2013
Write draft RTP/Circulation Element for	County LTC and	Draft RTP	8/1/2013

internal review	TOML		
Write draft CEQA document for internal review	County LTC	Draft CEQA	Dependant on Gen Plan DEIR process
Review policy changes with RPACs	County LTC	Public review of draft RTP	Summer / Fall 2013
Public review on draft RTP & workshop with Commissions and Board	County LTC	Public review of draft RTP	Summer / Fall 2013
Public review on draft CEQA doc	County LTC	Notice of Completion / Public review period	Dependant on Gen Plan DEIR process
RTP changes as necessary prior to adoption	County LTC		Due dates will be finalized when contract for Strategic Growth Council grant workplan
Public hearing for adoption with Commissions and Board	County LTC	Agendas	Due dates will be finalized when contract for Strategic Growth Council grant workplan
Adopt RTP/Circulation Element	County LTC	Adopted doc	Due dates will be finalized when contract for Strategic Growth Council grant workplan

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare draft Town Capital projects list for inclusion in RTP	Town Public Works	Town capital project list, cost estimates, schedule	5/1/2013
Town Commission(s) review of draft capital projects list for inclusion in RTP	Town Public Works	Commission(s) review of draft capital projects list	6/1/2013
Coordination with County and Caltrans as necessary	Town Public Works	Integrated capital project list	Ongoing
Prepare draft RTP with County	Town Public Works	Draft RTP	8/1/2013
Town Commission(s) review of draft RTP	Town Public Works	Commission(s) review of draft RTP	9/1/2013
Prepare Final Draft RTP with County	Town Public Works	Final Draft RTP	See above
LTC adoption	Town Public Works	Adopted RTP	See above

PREVIOUS WORK

Town staff has been working to develop the Town's Capital Improvement Program, which will be incorporated into the RTP. County staff has outreached to four Regional Planning Advisory Groups, held two updates with the LTC. Staff has reviewed the RTP guidelines, and is working on incorporating these into the RTP.

ONGOING TASK

This is an on-going work element..

FUNDING SOURCE

	RPA	PPM	Other	Total
County	\$ -	\$ 8,950.00	\$ -	\$ 8,950.00
Town	\$ -	\$ 27,500.00	\$ -	\$ 27,500.00
Total	\$ -	\$ 36,450.00	\$ -	\$ 36,450.00

WORK ELEMENT 201-12-1**TRAILS****FORMERLY 200D1****PURPOSE**

The purpose of Work Element 201-12-1 is to:

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Adopt and incorporate Mono County Bike Plan into RTP, following completion of CEQA document	Mono County	Certified EIR/Adopted Plan/RTP	10/31/2012
Develop community trail plans for Long Valley; incorporate into RTP	Mono County	Draft trails plan; adopt by 1/1/2013	7/1/2012; 10/31/2012
Develop community trail plans for Paradise; incorporate into RTP	Mono County	Draft trails plan; adopt by 1/1/2013	7/1/2012; 10/31/2012
Develop community trail plans for Bridgeport Valley, including wayfinding component; incorporate into RTP	Mono County	Draft trails plan; adopt by 1/1/2013	7/1/2012; 10/31/2012
Develop community trail plans Tri-Valley; incorporate into RTP	Mono County	Draft trails plan; adopt by 1/1/2013	7/1/2012; 10/31/2012
Prioritize June Lake trails development and prepare project development documents	Mono County	Project study report for June Lake Down Canyon Trail	7/1/2012 and 1 st quarter of 2012/13
Consider adopting draft regional trail system into RTP	Mono County	Adopted regional trails plan	10/31/2012
GIS Base Mapping-inclusion of trails	Mono County	Updated GIS Base maps	06/30/2013
Web Application Development for trails system	Mono County	Web Application to identify trails	06/30/2013

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

This is an on-going work element.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 12,000.00	\$ -	\$ 12,000.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 12,000.00	\$ -	\$ 12,000.00

WORK ELEMENT 300-12-0
TRANSIT PLANNING
FORMERLY 200C1 AND 200C2

PURPOSE

The purpose of Work Element 300-12-0 is for the County to review, plan for, and coordinate transit route improvements and transit stop signage or other informational material as needed. This includes the administration of transit grants, management of the annual Unmet Needs Process, and coordination of services with ESTA and YARTS.

The Town's purpose is to review, plan for, and coordinate transit route improvements and transit stop signage or other informational material as needed. This includes holding two annual public transit workshops to identify transit issues and needs and to plan for transit route, scheduling and signage improvements.

Significant coordination between the Town, Mammoth Mountain Ski Area, and the Eastern Sierra Transit Authority, as well as Yosemite Area Regional Transportation System occurs on a monthly basis.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Unmet Needs Process			
Schedule public hearing and publish notice	County LTC	Public notice to meet legal requirements, notification of public	3/7/2013
RPAC outreach	County LTC	Public input	3/31/2013
Joint public hearing of the LTC and SSTAC	County LTC, ESTA (as CSTA)	Public hearing to meet legal requirements, public input on unmet needs	4/8/2013
Adoption of Unmet Needs findings	County LTC	Resolution adopting findings	5/13/2013
Submittal of Unmet Needs findings to State	County LTC	State acceptance	6/15/2013
Coordinate grant applications for transit with ESTA and other service providers	County LTC, ESTA, other service providers	LTC approval of grant applications, grant funding	ongoing
Coordinate the provision of transit services with ESTA	County LTC	County transit services	ongoing
Work with ESTA to refine transit service as necessary	County LTC	Modifications to County transit services	ongoing
Work with ESTA to report on operations and capital projects funded by the LTC	County LTC	Quarterly reports and LTC fiscal accountability	ongoing
Coordinate services and policies with YARTS			
Attend Board/TAC Meetings	County LTC	County participation	ongoing
Outreach to local communities	County LTC	Local public input	ongoing
Accept the YARTS Short Range Transit Plan	County LTC	Accepted plan for funding eligibility	ongoing
Coordinate Yosemite RTP policies	County LTC	Integrated policies	ongoing
Coordinate YARTS services with local transit	County LTC, ESTA	Convenient, integrated regional	ongoing

		transit service	
Create, strengthen and use partnerships to facilitate and conduct regional transportation planning activities among Mono County, Town of Mammoth Lakes, Inyo National Forest, National Park Service, Mammoth Mountain Ski Area, YARTS, other federal agencies and private sector stakeholders.	County LTC, ESTA		ongoing
Work with ESTA on the reporting of implementation, measures, and update of the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan	County LTC, ESTA (as CTSA)	Current planning document for FTA funding eligibility	ongoing

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Town, MMSA, and ESTA monthly liaison meetings	Town Airport & Transportation Department	Town, MMSA, and ESTA monthly liaison meetings	Monthly
Mobility Commission transit workshop-semiannual	Mobility Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	7/31/2012
Identify and analyze winter route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	9/31/2012
Prepare Winter transit map	Town Airport & Transportation Department	Published Winter Transit Map	11/1/2012
Mobility Commission transit workshop-semiannual	Mobility Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	2/28/2013
Identify and analyze summer route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	4/31/2013
Prepare Summer transit map	Town Airport & Transportation Department	Published Summer Transit Map	6/1/2013
Final Deliverable(s)	Town Airport & Transportation Department	Summer and Winter Transit Maps (published); Transit Workshops	6/30/2013

PREVIOUS WORK

This is an ongoing work item.

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

RPA and Local Transportation Funds.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ 10,000.00	\$ 10,000.00
Town	\$ 36,270.00	\$ -	\$ -	\$ 36,270.00
Total	\$ 36,270.00	\$ -	\$ 10,000.00	\$ 46,270.00

WORK ELEMENT 301-12-4
ESTA DESIGN PLAN FOR MAMMOTH TRANSIT FACILITY

PURPOSE

The purpose of the project is to contract with a transit design consultant for a conceptual facility design. The objective is to maximize the useful space that is available for the Mammoth Transit Facility to best accommodate current and future growth. This growth includes the anticipated increase in fleet size of 20 vehicles that will be received in the spring of 2012 through Section 5320 Transit in the Parks program for operation in the Red's Meadow Shuttle and in the fall of 2012 through a lease arrangement.

WORK ACTIVITY AND DELIVERABLES-ESTA

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Issue RFP and consultant selection	ESTA, TOML, Mono County	Consultant selection	12/31/12
Transit facility design	consultant	Transit facility design and cost estimates	6/30/13

PREVIOUS WORK

Security lighting and fencing

ONGOING TASK

This is a new Work Element, based on an on-going project.

FUNDING SOURCE

PPM, PTMISEA

And possibly Transit Planning Grant - \$50,000 with in-kind match

	RPA	PPM	Other	Total
County	\$ -	\$ 12,500.00	\$ -	\$ 12,500.00
Town	\$ -	\$ 12,500.00	\$ -	\$ 12,500.00
Total	\$ -	\$ 25,000.00	\$ -	\$ 25,000.00

WORK ELEMENT 302-12-4
ESTA UPDATE OF INYO-MONO COUNTIES COORDINATED PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN

PURPOSE

Update of the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan
The original Coordinated Plan was completed in October of 2008 by Nelson/Nygaard Consulting Associates in association with Innovative Paradigms and was funded by Caltrans.

Federal Planning requirements specify that designated recipients of certain sources for funds administered by the Federal Transit Administration (FTA) must certify that projects funded with those federal dollars are derived from a coordinated plan. The specific funding the Eastern Sierra Transit applies for that requires this plan are Job Access and Reverse Commute Program (JARC 5316) which helps fund the Mammoth Express Route, the Lone Pine to Bishop Routes and Mobility Management grant funds; and Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) which helps fund vehicles for the transit fleet.

The Coordinated Plan has two major sections: Existing Conditions Report, which describes existing transportation services and programs and identifies service gaps and needs. The second section of the plan focuses on identification of potential strategies and solution to mitigate those service gaps and develops a plan to implement those strategies.

WORK ACTIVITY AND DELIVERABLES-ESTA

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Update Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan	Consultant	Updated Coordinated Plan	June 2013

PREVIOUS WORK

The original Coordinated Plan was completed in October of 2008 by Nelson/Nygaard Consulting Associates in association with Innovative Paradigms and was funded by Caltrans.

ONGOING TASK**FUNDING SOURCE**

Mono County RPA
Inyo County - \$5,000

	RPA	PPM	Other	Total
County	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00
Town	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00
Total	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00

WORK ELEMENT 400-12-3
GENERAL GIS SERVICES
 FORMERLY 300A

PURPOSE

The purpose of Work Element 400-12-3 is to provide high-level GIS support and development services to Mono County and the Town of Mammoth Lakes. This work is general in nature, and not associated with any one specific project. Specific tasks and items in this area surround the development and maintenance of a system that supports project specific work done by County and Town staff, and includes items such as:

- Data development and maintenance
- GIS Coordination and GIS Project Management
- GIS Desktop Support
- GPS & Field Data Collection Support
- Map & graphic production
- Web application development & support

It is estimated that over 80% of the projects that utilize the County/Town GIS are either completely transportation/transit related, or have a transportation/transit component. These projects would not be able to use GIS if the system was not maintained on an on-going basis. As such, 20% of all time billed to maintaining the GIS system will be allocated to and paid from this Work Element.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Data development and maintenance	IT Staff-County and Town	Quarterly snapshot of GIS database delivered to CalTrans GIS Coordinator	Ongoing
GIS Coordination and GIS Project Management	IT Staff-County and Town	Provide list of projects with GIS components	Ongoing
GIS Desktop Support	IT Staff-County and Town	Provide Time & Billing report for desktop support related to Town users	As Needed
GPS & Field Data Collection Support	IT Staff-County and Town	Provide Time & Billing report for desktop support related to Town users	As Needed
Map & graphic production	IT Staff-County and Town	Provide maps and graphics related to LTC projects without specific GIS scopes	As Needed
Web application development and support	IT Staff-County and Town	Provide links to web applications built to support LTC projects using GIS	As Needed
Final Deliverable(s)	IT Staff-County and Town	Quarterly snapshots; Project	6/30/2013

		List; Maps and Graphics, Web links; Invoices	
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PREVIOUS WORK

This is a revision to the existing WE 300. It is expected that time will be billed to this element as needed and in situations where GIS work is not associated with a specific LTC project.

ONGOING TASK

This is an ongoing task that will have time allocated to it on a periodic and as-needed basis over the course of the Fiscal Year,

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ 25,000.00	\$ -	\$ 169,000.00	\$ 194,000.00
Town	\$ 25,000.00	\$ -	\$ 31,000.00	\$ 56,000.00
Total	\$ 50,000.00	\$ -	\$ 31,000.00	\$ 250,000.00

WORK ELEMENT 401-12-3
GIS SOFTWARE LICENSING AND HARDWARE PROCUREMENT
FORMERLY 300B

PURPOSE

The purpose of Work Element 401-12-3 is to help offset the cost of and provide money to support the hardware and software required to operate and maintain the County & Town's GIS. This includes a portion of ESRI software licensing costs, procurement of hardware, etc.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
ESRI Enterprise License Agreement	IT Staff-County and Town	ESRI Enterprise License Agreement – 50% based on # of LTC based users : total seats	1/1/2013
Laserfiche Document Management System Hardware	IT Staff-County	Laserfiche User license; Maintenance fee; Data storage disk	1/1/2013
Final Deliverable(s)	IT Staff-County and Town	ESRI and Laserfiche agreements; Data storage disk	6/30/2013

PREVIOUS WORK

This is an ongoing work item.

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ 5,000.00	\$ 2,500.00	\$ 7,500.00	\$ 15,000.00
Town	\$ 7,000.00	\$ -	\$ 7,000.00	\$ 14,000.00
Total	\$ 12,000.00	\$ 2,500.00	\$ 14,500.00	\$ 29,000.00

WORK ELEMENT 402-12-3
IT INFRASTRUCTURE & SUPPORT SERVICES
FORMERLY 300C1

PURPOSE

The purpose of Work Element 402-12-3 is to provide money to support the technological systems and services used by LTC staff to perform the work required to complete other OWP Work Elements.

It is estimated that 10% of the computers maintained are used by staff working on LTC-related projects. Therefore, 10% of the time for the following items will be budgeted to LTC.. Actually billing will be based on actual counts in each quarter. These items include, but are not limited to:

- Desktop Support
- Network & Server Management
- Email Management
- Backups

In addition, a review of the utilization of the Video Tele-conferencing usage shows that approximately 50% of the meetings using the system have a transportation/transit related component. Therefore, 50% of the time for the following items will be budgeted to LTC.. Actually billing will be based on actual counts in each quarter.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Network & Server Management	IT Staff	Provide list of all time spent on this task	Ongoing
Email Management	IT Staff	Provide list of all time spent on this task	Ongoing
Backups	IT Staff	Provide list of all time spent on this task	Ongoing
Maintenance of Video Teleconferencing Equipment	IT Staff	Provide list of users/functions	Ongoing

PREVIOUS WORK

This is an ongoing Work Element

ONGOING TASK

This is an ongoing task that will have time allocated to it on a periodic and as-needed basis over the course of the Fiscal Year.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ 15,000.00	\$ -	\$ 135,000.00	\$ 150,000.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ 15,000.00	\$ -	\$ 135,000.00	\$ 150,000.00

WORK ELEMENT 403-12-0
PAVEMENT MANAGEMENT SYSTEM
 FORMERLY 300E1

PURPOSE

The purpose of Work Element 403-12-0 is to update and maintain the Mono County and Town of Mammoth Lakes pavement management system. The Pavement Management System (PMS) is a criteria based methodology used to make cost-effective decisions concerning the maintenance and rehabilitation of pavement in Mono County. The primary objectives of the PMS is to:

- Catalog and report current pavement condition information,
- Provide data for development and maintenance of Long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost effective matter,
- Provide reports that allow for most cost effective use of rehab dollars, and
- Integrate finding into existing plans such as the 5 year Capital Improvement Plan and the Asset Management Plan

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Pavement Condition Assessment	County Public Works	Update PMS with current pavement condition index	11/1/2012
Prepare Reports	County Public Works	Prepare reports for integration with the RTIP and Road CIP	ongoing
Software license	County Public Works	Annual Software License Subscription	6/30/2013

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Pavement Condition Assessment	Town Public Works	Update PMS with current pavement condition index	11/1/2012
Prepare Reports	Town Public Works	Prepare reports for integration with the 5 year Capital Improvement Plan and Asset Management Plan	ongoing
Software license	Town Public Works	Annual Software License Subscription	6/30/2013
Final Deliverable(s)		Update PMS & Renew License	6/30/2013

PREVIOUS WORK

This is an ongoing work element to continually assess the conditions of local streets and roads.

ONGOING TASK

This is an ongoing project.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 15,000.00	\$ -	\$ 15,000.00
Town	\$ -	\$ 7,000.00	\$ -	\$ 7,000.00
Total	\$ -	\$ 22,000.00	\$ -	\$ 22,000.00

WORK ELEMENT 500-11-1
MAMMOTH YOSEMITE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

PURPOSE

The purpose of Work Element 501-11-1 is to update the existing Mammoth Yosemite Airport Land Use Compatibility Plan. The airport master plan guides airport facility improvement for the next 20 years. The Airport Land Use Compatibility Plan (ALUCP) update will ensure that surrounding land uses are compatible with future airport operations.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Staff the Airport Land Use Commission and conduct necessary compatibility reviews, Commission workshops (as needed)	Mono County	Agendas, staff reports, etc	On-going
Prepare draft Airport Land Use Compatibility Plan (awaiting TOML review and FAA approved Mammoth/Yosemite airport layout plan - MMH)	Mono County	Draft ALUCP	2012/2013
Environmental Doc (CEQA) for MMH ALUCP – FY 12/13	Town of Mammoth Lakes	Draft Environmental Document	2012/2013

PREVIOUS WORK

Staff training on aviation planning requirements and the organization and maintenance of ALUC documents, files and records; staff completion on land use compatibility plans for Lee Vining and Bridgeport airports.

ONGOING TASKS

Work on as needed to stay updated on various capital improvement programs and compliance of these projects with the ALUCP's.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ 6,000.00	\$ 6,000.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 6,000.00	\$ 6,000.00

WORK ELEMENT 600-12-0
TRANSPORTATION GRANT APPLICATIONS
FORMERLY 700A

PURPOSE

The purpose of Work Element 600-12-0 is to support Town and County efforts to gain grant funding for transportation planning and infrastructure projects. These grant funds can be effectively leveraged to support more detailed transportation planning efforts, and to construct new facilities that enhance the circulation network.

The Town intends to pursue a range of local, State and Federal grant opportunities in 2012-13, including but not limited to:

- Community Based Transportation Planning Grant for the Main Street/Highway 203 corridor.
- Environmental Enhancement and Mitigation Grant(s) funding for trail system components.
- Safe Routes to School Grants for sidewalk improvements.
- Sierra Nevada Conservancy Grant for trail system signage.
- Bicycle Transportation Account grants.
- Measures R and U.

Mono County will pursue a range of grant opportunities in 2012-13, including:

- Sustainable Communities Grant
- Transportation Enhancement and Environmental Enhancement and Mitigation Grant(s)
- Safe Routes to School Grants
- Rideshare – Transportation in the Parks Grant

Administer and implement awarded grants as needed.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Research grants availability, requirements and determine eligible projects	Town Community Development and Public Works	N/A	TBD as needed
Draft Grant Applications	Town Community Development and Public Works	Grant application and supporting materials; authorizing resolutions; letters of support etc.	TBD as needed
Final Grant Application	Town Community Development and Public Works	Final Grant Application Package	TBD as needed
Review notice of grant availability and determine suitability for county projects	County Departments	N/A	ongoing
Coordinate with internal departments to prioritize and prepare applications	County Planning	Draft grant application	ongoing
Present applications to BOS /LTC for authorization to submit, as needed	County Planning	Final grant application package	ongoing

Administer grants awarded as applicable	County Planning	Grant funded project	ongoing
Final Deliverable(s)	Town Community Development and Public Works, County Planning	Final Grant Application Package(s)	TBD as needed

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

This task is limited to grant applications made in FY 2012-13, but is expected to be ongoing in FY2013-14.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
Town	\$ 14,250.00	\$ 7,000.00	\$ -	\$ 21,250.00
Total	\$ 14,250.00	\$ 12,000.00	\$ -	\$ 26,250.00

WORK ELEMENT 601-11-0
395 CORRIDOR MANAGEMENT PLAN
 FORMERLY 500A

PURPOSE

The purpose of Work Element 601-11-0 is for the County and the Town to develop a Corridor Management Plan for US 395. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. Mono County was awarded a grant to complete the corridor management plan. Mono County and the Town of Mammoth Lakes are providing in-kind support for the project through the LTC. Staff will help facilitate meetings, coordinate with consultants, and other support services as needed. The primary objectives of Corridor Management Plan are to:

- Maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Assess and Evaluate existing information & Develop detailed work plan	County LTC	Work Plan	8/31/2012
Data Collection/GIS mapping	County LTC	Inventory of data/mapping	12/31/2012
Community Outreach Meetings/Collaborative Planning Group Meetings (15 meetings) Phase 1 introduction & phase 2 follow up	County LTC	Agendas	10/31/2012
Review/Update existing State Scenic Byway CMP to be consistent with proposed NSBCMP	County LTC	Updated State Scenic CMP	10/31/2012
Prepare CMP Document draft, including proposed interpretive projects and cost estimates	County LTC	Draft CMP	12/31/2012
Present and discuss final proposed NSBCMP to local communities, boards & commissions. (~6 meetings)	County LTC	Agendas	2/28/2013
Incidentals: supplies, reproductions, travel, etc.	County LTC		

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Support Mono County Staff to complete 395 Corridor management Plan	Town Public Works	Support stakeholder, partner, and public outreach meetings. Assist in document, materials and presentation preparation, aid in consultant selection	2/28/2013

		and coordination, review draft documents.	
Final Deliverable(s)	Town Public Works	395 Corridor Management Plan	2/28/2013

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

This is an ongoing project. Work is expected to continue on this project until FY 13/14.

FUNDING SOURCE

FHWA Grant Funding: \$196,000

PPM Funding for Required Match (20%): \$49,000 in-kind/cash

Total Project Cost: \$245,000

Funding Award Date: 6/17/2011

Project completion: 6/1/2013

Required project completion deadline: 6/1/2016

	RPA	PPM	Other	Total
County	\$ 31,150.00	\$ -	\$ 134,400.00	\$ 165,550.00
Town	\$ -	\$ 22,800.00	\$ -	\$ 22,800.00
Total	\$ 31,150.00	\$ 22,800.00	\$ 134,400.00	\$ 188,350.00

WORK ELEMENT 602-11-2
MAIN STREET
IMPLEMENTATION PLAN
 FORMERLY 500B2

PURPOSE

The purpose of this work element is to prepare an Implementation Plan for the Main Street District in the Town of Mammoth Lakes. The Implementation Plan will evaluate an array of financing mechanisms and implementation measures intended to advance recommendations and tasks identified in the Downtown Neighborhood District Plan (DNBP).

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Kick-off meeting with Caltrans District 9 Staff; executed consulting contract(s)	Town Community Development and Public Works	Meeting Notes, Staff Team/Assignments, Copy of signed contract(s)	6/1/2012
Establish Project Study Area	Town Community Development and Public Works	Graphical Representation of Study Area	7/1/2012
Stakeholder Focus Group Meeting #1	Town Community Development and Public Works	Focus Group Meeting #1 Sign-in sheet; Copy of Meeting Notes	10/1/2012
Parking Analysis	Town Community Development and Public Works	Preliminary parking alternatives plan	12/1/2012
Alternative Transportation Evaluation and Mode Split Analysis	Town Community Development and Public Works	Preliminary alternative transportation options plan	12/1/2012
Vehicle and Pedestrian Access Management Plan	Town Community Development and Public Works	Preliminary vehicle and pedestrian access management plan	12/1/2012
Vehicle and Pedestrian Signage and Wayfinding Plan for Main Street	Town Community Development and Public Works	Preliminary vehicle and pedestrian signage and wayfinding plan for Main Street	12/1/2012
Snow Management Implementation Plan	Town Community Development and Public Works	Preliminary snow management plan	12/1/2012
Financial Feasibility Analysis	Town Community Development and Public Works	Preliminary financing alternatives plan	12/1/2012
Stakeholder Focus Group Meeting #2	Town Community Development and Public Works	Focus Group Meeting #2 Sign-in sheet; Copy of Meeting Notes	2/1/2013
Community Workshop	Town Community Development and	Community Workshop Sign-in	2/1/2013

	Public Works	sheet; Copy of Meeting Notes; Copies of Presentation Materials	
Agency Review	Town Community Development and Public Works	Meeting notes from Agency Meetings	2/1/2013
Preferred Plan Information	Town Community Development and Public Works	Data and information about plan refinement, including additional analysis if needed	4/1/2013
Presentation of Preferred Plan to Planning Commission	Town Community Development and Public Works	Planning Commission Meeting #1 Information: Meeting Notes, Staff Report, etc.	6/1/2013
Draft Implementation Plan (Administrative and Public Review)	Town Community Development and Public Works	Draft Implementation Plan	7/1/2013
Present Draft Plan	Town Community Development and Public Works	Planning Commission Meeting #2 Information: Meeting Notes, Staff Report, Commission and public comments; Other Commission Meeting Information if applicable	10/1/2013
Final Implementation Plan	Town Community Development and Public Works	Final Implementation Plan	12/1/2013
Acceptance of Final Plan	Town Community Development and Public Works	Planning Commission Meeting #3 and Town Council Meeting #1 Information: Meeting Notes, Staff Report, Commission/Council and public comments	12/31/2013
Final Deliverables(s)		Final Main Street Implementation Plan	2/1/2014

PREVIOUS WORK

Previous Town work has included preparation of the Downtown Neighborhood District Plan for the Main Street District. Preparation of the Downtown Neighborhood District Plan was principally funded through Caltrans Community-Based Transportation Planning Grant funds. The District Plan was accepted by the Town Council in September 2010.

ONGOING TASK

Staff expects to begin work on this project in February 2012 and complete work by February 2014.

FUNDING

This is a Community Based Transportation Planning Grant award to the Town of Mammoth Lakes on July 26, 2011.

CBTP Grant: \$165,000

Required Match (10%): \$16,500 in-kind/cash

Additional Match: \$10,400

Total Project Cost: \$191,900

Funding Award Date: 2/15/2012

Required project completion deadline: 2/1/2014

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 36,900.00	\$ 165,000.00	\$ 201,900.00
Total	\$ -	\$ 36,900.00	\$ 165,000.00	\$ 201,900.00

WORK ELEMENT 603-11-1
MAIN STREET REVITALIZATION PLAN FOR U.S. 395 THROUGH BRIDGEPORT
 FORMERLY 500D1

PURPOSE

Prepare a study with recommendations for building a well-connected network of pedestrian, bicycle and transit connections with identified short-term and longer-term possible infrastructure enhancements in Bridgeport and the surrounding region.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Identified community stakeholders	County Planning	Lists of contacts	6/1/2012
Draft and final charrette schedule	County Planning	Final agenda	7/1/2012
Collected information	County Planning	List of planning data	7/1/2012
Meeting and field visit	County Planning	Agenda, participant list, digital photos	8/1/2012
Produced aerial and plan view base maps	County Planning	Large (3'x4') base maps	9/1/2012
Advisory group meetings	County Planning	Agendas, participant lists and meeting notes	8/1/2012
Outreach materials (media announcements, flyers, invitations, posters, etc.) and activities	County Planning	Copy of materials and modes of outreach and distribution summary	8/1/2012
Charrette Event	County Planning	List of charrette participants, digital photos	9/1/2012
Report outline and list of critical issues	County Planning	Copy of outline and list of critical issues	10/1/2012
Completed draft report	County Planning	Copy of draft report	11/1/2012
Public presentations and other relevant meeting documentation	County Planning	Copies of presentations, agendas, participant lists and minutes from the meetings	12/1/2012
Revised final report	County Planning	Copy of final report, and web-ready files for public access	1/1/2013

PREVIOUS WORK

Grant preparation for Community Based Transportation Planning Grant in FY 10/11.

ONGOING TASK**FUNDING**

CBTP Grant: \$124,158

PPM Required Match (10%): \$13,796 in-kind/cash

Total Project Cost: \$137,954

Funding Award Date: February 2012

Project completion: January 2014

Required project completion deadline: February 14, 2014

	RPA	PPM	Other	Total
County	\$ 17,296.00	\$ -	\$ 124,158.00	\$ 141,454.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ 17,296.00	\$ -	\$ 124,158.00	\$ 141,454.00

WORK ELEMENT 604-11-1
LIVABLE COMMUNITIES
 FORMERLY 600E1

PURPOSE

The purpose of Work Element 604-11-1

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Revision of parking requirements for Lee Vining, Bridgeport and June Lake	County Planning	Revised parking ordinance	5/31/2012
<u>Main Street and community design planning for town centers, including multimodal facilities, parking elements, land use and economic impacts, fiscal constraints, design aesthetics and public facilities. Initiate a discussion with Caltrans to improve pedestrian crossings on Hwy 395 in Lee Vining</u>	County Planning	Identified course of action	4/30/2012
<u>Integration, coordination and development of livable communities policies</u> <u>Policy Review and Development</u>	County LTC	Review notes and draft policies	ongoing
Coordinate transportation and parking elements into community design plans for Bridgeport, Lee Vining and June Lake	County LTC	Design plans for communities	6/30/13
<u>Bridgeport service center planning for multiagency, visitor and highway traveler services</u>	<u>County Planning</u>	<u>Identified course of action</u>	<u>6/30/2014</u>
<u>Research and outreach related to livable communities, including complete streets and sustainable communities planning</u>			<u>ongoing</u>
Sustainable Communities Grant Application (in WE700?)	County Planning, County LTC	Grant Contract & Work Plan (subject to award)	12/31/2012

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

This is an ongoing project. Work is expected to continue on this project until FY 13/14.

FUNDING SOURCE

PPM and possibly Sustainable Communities Grant.

	RPA	PPM	Other	Total
County	\$ 5,000.00	\$ 17,089.25	\$ -	\$ 22,089.25
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ 5,000.00	\$ 17,089.25	\$ -	\$ 22,089.25

WORK ELEMENT 605-12-2
MAMMOTH LAKES STORM WATER MANAGEMENT MASTER PLAN

PURPOSE

The purpose of this work element is prepare a Stormwater Management Master Plan that will provide a more proactive approach to managing stormwater, improving water quality and minimizing the risk of flooding. The Stormwater Management Master Plan is an important contributing document to the Town's overall Capital Improvement Program (CIP). It not only helps to prioritize stormwater related improvements, but also helps guide and prioritize street improvement projects with a stormwater component.

Objectives:

1. Develop a Stormwater Master Plan that includes provisions for improved management and policy; guides the development of the Town's CIP related to stormwater and street improvements; and describes maintenance and operations; and provides the opportunity for education and outreach.
2. Build upon the work previously completed by the Town, including the integration of the findings and recommendations included in the Erosion, Drainage and Flooding Project Final Recommendations Report dated April 11, 2008.
3. Identify, delineate and prepare to implement CIP projects identified within the Stormwater Master Plan and related street improvements.

There are several outcomes that will be developed and implemented with the project that are consistent with California Water Code Section 10562

1. Public Education regarding stormwater pollution.
2. Development of local stormwater quality guidelines and local code revisions that address zoning and building activities, including local transportation projects.
3. Development of a retrofit program and policy for existing development to improve stormwater quality.
4. Development of a operations and maintenance plan for both public and private developments.
5. Development of a monitoring, assessment, and reporting plan for both private and public development.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Develop Stormwater Management Plan and Capital Improvement Program	Town Public Works	Draft & Final Stormwater Master Plan	9/30/2013
Implement Strategic Aspects of the Stormwater Management Plan <ul style="list-style-type: none"> • Draft & Final Stormwater Finance Strategy & Funding Plan • Draft & Final Stormwater Operations & Maintenance Plan • Draft & Final Framework for Commercial, Industrial and Residential Retrofit Program • Draft & Final Monitoring, Assessment & Reporting Plan 	Town Public Works	Draft & Final Stormwater Finance Strategy & Funding Plan; Draft & Final Stormwater Operations & Maintenance Plan; Draft & Final Framework for Commercial, Industrial and Residential Retrofit Program; Draft & Final Monitoring, Assessment &	6/30/2014

		Reporting Plan	
Project Quality Control and Review	Town Public Works	Review notes by senior staff	ongoing
California Environmental Quality Act	Town Public Works	Prepare environmental checklist and documentation for minor Negative Declaration	9/30/2014
Project Administration	Town Public Works	Monthly reports and project invoicing	ongoing
Final Deliverable(s)	Town Public Works		

PREVIOUS WORK This is a new work element.

ONGOING TASKS

This project is expected to be completed by Fiscal Year 2013-14.

FUNDING

The Town has applied for a grant from the Inyo-Mono Integrated Regional Water Management Plan (IRWMP) to complete this project. .

IRWMP Grant: \$172,125

IRWMP Required Match 25%

Town General Fund/other Portion: \$27,375

PPM Match: \$30,000 (\$15,000/year through 2013/14)

Total Project Cost: \$229,500

Funding Award Date: Not yet awarded

Required project completion deadline: Three years from award

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 15,000.00	\$ 199,500.00	\$ 214,500.00
Total	\$ -	\$ 15,000.00	\$ 199,500.00	\$ 214,500.00

WORK ELEMENT 606-12-1
COUNTY SUSTAINABLE COMMUNITIES POLICY PROJECT

PURPOSE

The purpose of this work element is to implement the Strategic Growth Council Grant, The Sustainable Communities Policy Project, scheduled to be awarded on May 9, 2012. Mono County's targeted General Plan Update (GPU), resource efficiency plan and sage grouse conservation policy development will address sustainable community policy issues such as energy efficiency and renewable generation, greenhouse gas (GHG) emissions, habitat and wildlife protection, air quality, agricultural lands, public health hazards, land use designations and development standards, implementation tools, and CEQA tiering. The RTP/Circulation Element will be updated concurrently to promote the intent of SB 375 and livable communities, such as active transportation, complete streets, and physical connectivity with a focus on evolving the US Highways bisecting five community centers in vibrant Main Streets.

WORK ACTIVITY AND DELIVERABLES-TASKS CORRESPOND TO GRANT APPLICATION AND WILL BE REFINED DURING THE CONTRACT NEGOTIATION PROCESS

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Development and adoption of Strategic Goals and Objectives for General Plan Elements	Mono County CDD	Final Goals and objectives documents	12/31/2012
Policy Development: Conservation/Open Space Element	Mono County CDD	Draft conservation/open space element	12/31/2014
Policy Development: Regional Transportation Plan	Mono County CDD	Draft RTP/Circulation Element	12/31/2014
Policy Development: Land Use Element	Mono County CDD	Draft land Use Element	12/31/2014
Policy Development: Safety Element	Mono County CDD	Draft Safety Element	12/31/2014
Climate Action Plan	Mono County CDD	Draft Climate Action Plan	6/30/2013
CEQA Review	Mono County CDD	Draft EIR	12/31/2014
Implementation and adoption	Mono County CDD	Adopted General Plan Update	2/28/2015
Grant Administration/Reporting	Mono County CDD	Required reports/invoices	6/30/2015

PREVIOUS WORK This is a new work element.

ONGOING TASKS

This project is expected to be completed by Fiscal Year 6/30/2015

FUNDING

Staff has recommended approval of Mono County's Grant application, with final approval expected on May 9, 2012.

Strategic Growth Council Grant: \$326,514

Approved Match : \$150,000

PPM Match for current fiscal year: \$45,550

Total Project Cost: \$476,514

Funding Award Date: Not yet awarded

Required project completion deadline: Three years from award

	RPA	PPM	Other	Total
County	\$ 6,000.00	\$ 25,000.00	\$ 326,514.00	\$ 357,514.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ 6,000.00	\$ 25,000.00	\$ 326,514.00	\$ 357,514.00

WORK ELEMENT 700-12-0
PROJECT STUDY REPORTS
 FORMERLY 700C1 AND 700C2

PURPOSE

The purpose of Work Element 700-12-0 is to develop Project Study Reports (PSR) for projects in Mono County and the Town. Project Study Reports are engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

The primary objectives of a PSR are to:

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

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Outreach as appropriate to determine needs and potential projects via RPACs, LDTAC, Planning Commission and Board of Supervisors	County CDD	Project list of priorities	4/1/2013
Assess funding options and select projects for further development	County Departments	Project selection	6/1/2013
Prepare project development documents	County Departments	Grant application and / or project study reports	7/1/2013

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare project study reports	Town Public Works	Updated PSRs	6/30/2013
Final Deliverable(s)		Completed PSRs	6/30/2013

PREVIOUS WORK

Previous reports completed under this work element includes:

- Meridian Blvd Rehabilitation
- Upper Canyon Blvd Rehabilitation
- South Main Frontage

ONGOING TASK

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

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 15,000.00	\$ -	\$ 15,000.00
Town	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
Total	\$ -	\$ 20,000.00	\$ -	\$ 20,000.00

WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP) MAINTENANCE

PURPOSE

The purpose of Work Element 701-12-1 is to keep an updated RTIP. The RTIP is a five-year planning and programming document that is adopted every two years (odd years) and commits transportation funds to road, transit, bike and pedestrian projects. Funding comes from a variety of federal, state and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

The primary objectives of this work element is to:

- Ensure the RTIP is consistent with the Regional Transportation Plan,
- Ensure the RTIP is consistent with CTC State Transportation Improvement Program (STIP) guidelines,
- Coordinate with statewide, regional, and local planning agencies for future projects,
- Amend existing RTIPs if projects have a change in scope, cost and/or delivery, and
- Provides a consistent and systematic approach to the development of the 2014 RTIP

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Amend RTIP if current projects change in scope, cost and/or delivery	Mono County LTC	LTC Resolution	As needed
Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments	Mono County LTC	To be determined	As needed
Monitor regional projects (MOU) for any necessary changes	Mono County LTC	To be determined	As needed
Coordinate future programming needs (or projects) for Dist. 9, TOML, and/or Mono County	Mono County LTC	To be determined	As needed
Attend CTC meeting	Mono County LTC	To be determined	As needed

PREVIOUS WORK

- Adoption of the 2012 RTIP,
- Attendance at South State STIP hearing
- Consistency determination of the 2012 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2012 RTIP with CTC guidelines.

ONGOING TASK

This is an ongoing project. Deliverables will be amended if new amendments and/or programming changes to the 2012 RTIP become necessary.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,500.00	\$ -	\$ 2,500.00

WORK ELEMENT 800-12-1
INTERREGIONAL TRANSPORTATION PLANNING
FORMERLY 500C1

PURPOSE

The purpose of Work Element 800-12-1 is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern and Central California, which includes continued participation in the interagency transit system for the Yosemite region, and, in concert with Kern, SANBAG and Inyo RTPA's, ongoing Eastern California transportation planning efforts.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Chair/member of Eastern California Transportation Planning Partnership	County LTC	Agendas	On-going
Monitor MOU projects between SANBAG, Inyo and Kern COG and make/review any necessary changes to existing MOU's	County LTC	Revised MOU	On-going
Participate in the Rural Counties Task Force (RCTF)	County LTC	Agendas	On-going

PREVIOUS WORK

Work has included participation and coordination of transportation planning activities with Yosemite Area Regional Transit, Eastern California Transportation Planning Partnership, and Rural Counties Task Force.

ONGOING TASK

The ongoing tasks with this work element continue to be a regional approach to transportation planning in Mono County. This work will include attendance and participation in Eastern California Transportation Planning Partnership, and the Rural Counties Task Force to help maintain a coordinated RTIP, Transit Plan, and RTP.

FUNDING SOURCE

RPA.

	RPA	PPM	Other	Total
County	\$ 4,000.00	\$ -	\$ -	\$ 4,000.00
Town	\$ 4,000.00	\$ -	\$ -	\$ 4,000.00
Total	\$ 8,000.00	\$ -	\$ -	\$ 8,000.00

WORK ELEMENT 801-11-2
GENERAL BIKEWAY PLAN UPDATE
FORMERLY 200H2

PURPOSE

The purpose of Work Element 801-11-2 is to comprehensively update the Town of Mammoth Lakes General Bikeway Plan (GBP), which serves as the Town's Bicycle Transportation Plan. The primary objective of the Update is to bring the Town's Plan into closer conformance with Streets and Highways Code 891.2, and provide a more effective planning basis for the future bikeway system, including

- Evaluation of the numbers of bicycle commuters, recreational bicyclists, and others, and their needs.
- Mapping and description of the existing location, condition and status of bikeways and end-of-trip facilities.
- Mapping and description of future bicycle facilities.
- Description of bicycle safety and education programs conducted in the area, and their effects.
- Description of community involvement in developing the Plan.
- Description of coordination and consistency with related local and regional planning efforts.
- Proposed facilities, costs and implementation priorities.
- Description of past expenditures and future needs for bicycle facilities.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Refine Scope and Schedule	Town Community Development and Public Works	Detailed project scope and schedule	4/15/2012
Review Existing Planning Documents	Town Community Development and Public Works	Memorandum summary and maps of bicycle facilities identified in existing GBP and Trail System Master Plan	6/1/2012
Develop Land Use and Bicycle Commuter Estimates	Town Community Development and Public Works	Memorandum summary of key existing and future land uses, and estimates of numbers of commuter cyclists	6/1/2012
Identify Existing Bikeway Facilities	Town Community Development and Public Works		6/1/2012
Public Workshop(s). Convene one or more public workshops and/or focus groups for local cyclists, to discuss system needs and gaps	Town Community Development and Public Works	GIS-based inventory of existing bikeways and end-of-trip facilities, including location, conditions and conformance with design standards	9/1/2012
Identify Needed Bicycle Facilities	Town Community Development and	Preliminary List, Priorities and Cost	10/1/2012

	Public Works	Estimates for Future Bicycle Facilities	
Present Draft Facilities and Priorities list to Planning, Mobility Commissions	Town Community Development and Public Works	Meeting Notes	10/31/2012
Develop Draft General Bikeway Plan	Town Community Development and Public Works	Draft General Bikeway Plan	10/31/2012
Review and Adopt General Bikeway Plan	Town Community Development and Public Works	Final General Bikeway Plan	3/30/2012
Final Deliverable(s)		Final General Bikeway Plan	5/30/2013

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

Staff expects to complete work on this project by 5-30-13.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 35,000.00	\$ -	\$ 35,000.00
Total	\$ -	\$ 35,000.00	\$ -	\$ 35,000.00

WORK ELEMENT 802-11-2
MUNICIPAL WAYFINDING AND
COMMUNITY MESSAGING MASTER PLAN
 FORMERLY 600D2

PURPOSE

The purpose of Work Element 802-11-2 is to prepare a Municipal Wayfinding and Community Messaging Master Plan for the Town of Mammoth Lakes. The primary objectives of the Master Plan are to implement a signage and wayfinding program that:

- Serves a broad audience, including private autos, commercial vehicles, transit users, and pedestrians and that serves both visitors and residents,
- Provides directional guidance to various public and private destinations in Mammoth Lakes, including parks, recreation opportunities, public parking and facilities, etc.,
- Reflects General Plan goals related to Community Design, Mobility, and Neighborhood and District Character, including advancing community “feet-first” goals,
- Meets established safety and traffic engineering standards,
- Reduces visual clutter to the extent feasible, and
- Is consistent with Town of Mammoth Lakes Design Guidelines.

WORK ACTIVITY AND DELIVERABLES

Task	Agency Providing Work	Project Deliverable	Estimated Completion Date
Project start-up and existing conditions assessment	Town of Mammoth Lakes	RFP, Submitted proposals, contract execution, GIS database of existing signage, description of issues and needs	4/1/2012
Develop sign type, location, and messaging recommendations	Town of Mammoth Lakes	Recommended sign hierarchy, content messages, and sign location, GIS database	6/1/2012
Preparation of concept designs	Town of Mammoth Lakes	Concept design schemes (three); Committee workshop – meeting notes, sign in sheet, etc.	7/1/2012
Prepare owners manual	Town of Mammoth Lakes	Owners Manual – maintenance methods, responsibilities	7/1/2012
Prepare cost-estimates and implementation phasing plan	Town of Mammoth Lakes	Statement of probable costs, implementation phasing plan for signage system	7/1/2012
Draft Master Plan	Town of Mammoth Lakes	Draft Master Plan, Commission(s) review, Revised Draft Master Plan	8/1/2012

Final Master Plan	Town of Mammoth Lakes	Final Master Plan, Town Council acceptance of plan – meeting notes	9/1/2012
Prepare engineering design specifications	Town of Mammoth Lakes	Engineering design specifications	10/1/2012
Final Deliverable(s)		Final Master Plan and Engineering design specifications	11/1/2012

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

Staff expects to complete work on this project by 11/1/2012.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 27,280.00	\$ 8,000.00	\$ 35,280.00
Total	\$ -	\$ 27,280.00	\$ 8,000.00	\$ 35,280.00

WORK ELEMENT 900-12-0
CURRENT PLANNING AND MONITORING & TRAFFIC MANAGEMENT ISSUES
 FORMERLY 700B1 AND 700B2

PURPOSE

The purpose of Work Element 904-12-1 is to provide for the planning and monitoring of various traffic management issues. The County and Town evaluates the need to analyze a number of locations on an annual basis. These reports are used to plan and evaluate future projects. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies,
- Turning movement studies,
- Sight distance studies,
- Pedestrian and trail user counts, and
- Evaluate and analyze regulatory and warning sign issues.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Schedule applicable items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees and other applicable boards/committees	County Planning	Public agendas	ongoing
Provide oral/written comments or other correspondence on applicable plans and environmental documents	County LTC	Public record or written correspondence	ongoing
Conduct applicable reviews, such as analysis of non-motorized features	County LTC	Written recommendation	ongoing

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Town-wide traffic study	Town Public Works	Annual report utilizing the Towns permanent count stations	6/30/2012
Pedestrian Counts	Town Public Works	Report of pedestrian usage on MLTS	Ongoing
Vehicle Speed Surveys	Town Public Works	Complete engineered speed surveys on TOML Arterials and collectors	Ongoing
Final Deliverable(s)		Final Town Annual Traffic Monitoring Report	6/30/2013

PREVIOUS WORK

Previous reports completed under this work element include:

- 2010 and 2011 Town-wide traffic volume study
- Old Mammoth Road sight distance study
- Town-wide speed surveys
- Crosswalk pedestrian counts

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new issues materialize.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
Town	\$ -	\$ 12,000.00	\$ -	\$ 12,000.00
Total	\$ -	\$ 17,000.00	\$ -	\$ 17,000.00

WORK ELEMENT 901-11-2
PUBLIC WORKS STANDARDS UPDATE

PURPOSE

The purpose of Work Element 901-11-2 is to update the Town of Mammoth Lakes Public Works Standards to incorporate new street, trail, bicycle parking, driveway, and signage standards that have been recently developed as part of various Town and private development projects. .

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare draft Public Works standards	Town Public Works	Draft standards	as necessary
Present draft standards to Planning Commission and/or Town Council as necessary	Town Public Works	Staff Report(s), meeting notes	as necessary
Prepare final public work standards	Town Public Works	Final draft standards	as necessary
Adopt Standards (Town Council or Public Works Director as necessary)	Town Public Works	Adopted standards	as necessary
Final Deliverable(s)		Adopted standards	6/30/2013

PREVIOUS WORK

Town staff has recently developed various new standards for parking, loading, bicycle parking, residential driveways, trail signage, and trails/multituse paths, that resulted from recent capital projects and work related to the update of the Town's Zoning Code.

ONGOING TASK

This is an ongoing work program that was started in FY 11-12 and will be completed by 6/30/2013. The updated standards will be adopted by the Public Works Director or the Town Council as necessary..

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 15,000.00	\$ -	\$ 15,000.00
Total	\$ -	\$ 15,000.00	\$ -	\$ 15,000.00

WORK ELEMENT 902-12-2
PURCHASE TRANSPORTATION DATA COLLECTION EQUIPMENT
 FORMERLY 600B2

PURPOSE

The purpose of Work Element 902-12-2 is to purchase equipment for counting vehicles and pedestrians, including associated software for the Town of Mammoth Lakes.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Purchase equipment	Town Public Works	Infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	1/31/2013
Final Deliverable(s)		3 Traffix trail counters; 2 Jamar intersection counters; 1 maintenance/parts	6/30/2013

PREVIOUS WORK

Town staff purchases equipment yearly to replace old and/or damaged items.

ONGOING TASK

This is an ongoing work item to replace equipment needed for counting vehicles and pedestrians.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
Total	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00

WORK ELEMENT 903-12-1
LONG RANGE ROAD MAINTENANCE/UPGRADE PLAN

PURPOSE

The purpose of Work Element 903-12-1 is to develop a Long-range road maintenance/upgrade plan for County-maintained roads. This plan would incorporate data from the Pavement Management System (PMS) as well as data from on-going speed and traffic count studies to develop a long-term plan for maintenance and upgrades of roads. This data will be maintained on an on-going basis, including conducting periodic traffic/speed surveys, and the plan will be updated on an annual basis. Data from the plan will be used to prioritize projects for Project Study Report development and programming in future STIPs..

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Circulate RFQ for engineering services to develop plan	County Public Works	RFP Documents	09/30/2012
Execute contract with successful bidder	County Public Works	Executed contract	10/31/2012
Present draft plan to Board of Supervisors	County Public Works	Contractor Report	12/31/2012
Develop inventory of Right-of-Way for County Roads	County Public Works	ROW Inventory	6/30/13
Incorporate ROW Inventory into GIS System, including centerline data	County Public Works and IT Staff	ROW data in GIS System	6/30/13
Approve Plan	County Public Works	Final Approved Plan	5/31/2013

PREVIOUS WORK

Mono County conducts speed surveys on all county roads on a periodic basis as well as maintaining the PMS. This Work Element will bring all of the existing data together to determine future STIP programming priorities.

ONGOING TASK

This is a new Work Element that coordinates data from previous and ongoing Work Elements. This will be an ongoing work element.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 60,000.00	\$ -	\$ 60,000.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 60,000.00	\$ -	\$ 60,000.00

WORK ELEMENT 904-11-2
VEHICLE MILES TRAVELLED (VMT) STUDY
FORMERLY 200E2

PURPOSE

The purpose of Work Element 904-11-2 is to complete an updated study of baseline (existing) and future Vehicle Miles Traveled (VMT) within the Town of Mammoth Lakes. The primary objectives of the VMT Study are to:

- Create a new baseline of current VMT in the Town, adjusted to reflect information developed in the updated town-wide traffic model,
- Develop an updated “buildout” VMT estimate based on the updated traffic model.
- Develop a consistent and technically sound methodology for project-specific and cumulative VMT for CEQA traffic analysis.
- Develop a basis for calibration and update the VMT-related component of the Town Air Quality Management Plan, which is scheduled to be updated in FY 12/13.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Refine Project Scope	Town Community Development	Refined project scope, schedule and deliverables	3/15/2012
Review existing VMT methodology & data and Traffic Model	Town Community Development	Memorandum summary of existing data and recommended revisions to VMT methodology.	4/1/2012
Model and Update Existing and Future VMT	Town Community Development	Draft and Final VMT Estimates	5/1/2012
Prepare Project and Cumulative VMT Analysis Guidelines	Town Community Development	Draft VMT Analysis Guidelines	7/1/2012
Final Deliverable(s)		Final VMT Study and VMT Analysis Guidelines	8/1/2013

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

Staff expects to complete work on this project by 8-1-2012.

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ -	\$ -	\$ -
Town	\$ -	\$ 13,500.00	\$ -	\$ 13,500.00
Total	\$ -	\$ 13,500.00	\$ -	\$ 13,500.00

WORK ELEMENT 905-12-0
MINING PERMIT
FORMERLY 200F

PURPOSE

The purpose of Work Element 905-12-0 is to complete all tasks required to begin mining operations of aggregate base at the Long Valley Material Site. The Department of Conservation Office of Mining Reclamation identified a number of outstanding issues and provided comments on the Town's application. This work element serves to satisfy all of these requirements, for the joint county/town use of this site. Having accessible aggregate resources is necessary for ongoing maintenance and constructions projects, including projects in the STIP and RTIP.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Complete necessary additions to environmental baseline	County and Town Public Works	Changes to Mitigated Negative Declaration (if needed)	6/30/2012
Update reclamation plan	County and Town Public Works	Reclamation Plan	12/31/2012
Final Deliverable(s)		Mining Permit	12/31/2012

PREVIOUS WORK

This is a new work program item.

ONGOING TASK

This is not expected to be an ongoing task.

	RPA	PPM	Other	Total
County	\$ -	\$ 3,000.00	\$ -	\$ 3,000.00
Town	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 3,000.00	\$ -	\$ 3,000.00

WORK ELEMENT 1000-12-0
TRAINING AND DEVELOPMENT
 FORMERLY 700D1 AND 700D2

PURPOSE

The purpose of Work Element 1000-12-0 is to provide training and professional growth opportunities related to transportation for staff involved in LTC projects. In order to plan future projects staff must be up to date on the most current State and Federal laws, policies, and regulations related to transportation.

The primary objectives are to:

- Provide training on new and updated state and federal laws, policies, and regulations,
- Provide training on MUTCD, LAPM, FHWA, Caltrans requirements, and
- Investigate new techniques and equipment to be adapted and incorporated into future projects.

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Identify Training Opportunities available that relate to Transportation purposes	County Planning, County LTC, and County Public Works	Training documentation	6/30/2012

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
American Planning Association Training	Town Community Development and Public Works	Transportation related training sessions	6/30/2013
University of California Institute of Transportation Studies Tech Transfer Courses	Town Community Development and Public Works	Transportation planning, policy, safety, and design coursework	6/30/2013
ADA Training (CASp)	Town Community Development and Public Works	Staff certified CASp	6/30/2013
Final Deliverable(s)		Trained Staff	6/30/2013

PREVIOUS WORK

Previous training completed under this work element includes:

- Bicycle Transportation, Planning, Policy, and Liability
- ACI Certification
- Resident Engineer Academy
- SWRCB General Permit Training
- DBE/UDBE Good Faith Effort Training
- LAPM – Caltrans
- APA - Conference

ONGOING TASK

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

FUNDING SOURCE

PPM.

	RPA	PPM	Other	Total
County	\$ -	\$ 2,000.00	\$ -	\$ 2,000.00
Town	\$ 6,330.00	\$ 6,500.00	\$ -	\$ 12,830.00
Total	\$ 6,330.00	\$ 8,500.00	\$ -	\$ 14,830.00

**APPENDIX A
RPA BUDGET SUMMARY**

Available Funds:

	RPA		
	Total	Town	County
Rollover	\$ 54,000.00	\$ 32,550.00	\$ 21,450.00
12/13 Allocation	\$ 216,000.00	\$ 91,800.00	\$ 124,200.00
Total Available	\$ 270,000.00	\$ 124,350.00	\$ 145,650.00

Proposed Expenditures:

WE	Description	Total	Town	County
100-12-0	2013/14 OWP Development and Approval	\$ 26,704.00	\$ 12,000.00	\$ 14,704.00
101-12-0	2011/12 & 2012/13 OWP Admin	\$ 14,800.00	\$ 4,800.00	\$ 10,000.00
102-12-2	Town Commission Support	\$ 12,200.00	\$ 12,200.00	\$ -
103-12-0	Local Transportation Commission Staff Support	\$ 10,000.00	\$ -	\$ 10,000.00
300-12-0	Transit Planning	\$ 36,270.00	\$ 36,270.00	\$ -
302-12-4	ESTA Update of Inyo-Mono Co Coord. Public Transit-Human Services Trans. Plan	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00
400-12-3	General GIS Services	\$ 50,000.00	\$ 25,000.00	\$ 25,000.00
401-12-3	GIS Software Licensing and Hardware Procurement	\$ 12,000.00	\$ 7,000.00	\$ 5,000.00
402-12-3	County IT Infrastructure and Support Services	\$ 15,000.00	\$ -	\$ 15,000.00
600-12-0	Transportation Grant Applications	\$ 14,250.00	\$ 14,250.00	\$ -
601-11-0	395 Corridor Management Plan	\$ 31,150.00	\$ -	\$ 31,150.00
603-11-1	Main Street Revitalization Plan for US 395 through Bridgeport	\$ 17,296.00	\$ -	\$ 17,296.00
604-11-1	Livable Communities	\$ 5,000.00	\$ -	\$ 5,000.00
606-12-1	Sustainable Communities Policy project	\$ 6,000.00	\$ -	\$ 6,000.00
800-12-1	Interregional Transportation Planning	\$ 8,000.00	\$ 4,000.00	\$ 4,000.00
1000-12-0	Training and Development	\$ 6,330.00	\$ 6,330.00	\$ -

**APPENDIX B
PPM BUDGET SUMMARY**

Available Funds:

	PPM		
	Total	Town	County
Rollover	\$ 303,519.25	\$ 192,980.00	\$ 110,539.25
12/13 Allocation	\$ 130,000.00	\$ 65,000.00	\$ 65,000.00
Total Available	\$ 433,519.25	\$ 257,980.00	\$ 175,539.25

Proposed Expenditures:

WE	Description	Total	Town	County
200-12-0	Regional Transportation Plan	\$ 36,450.00	\$ 27,500.00	\$ 8,950.00
201-12-1	Trails	\$ 12,000.00	\$ -	\$ 12,000.00
301-12-4	ESTA Design Plan for Mammoth Transit Facility	\$ 25,000.00	\$ 12,500.00	\$ 12,500.00
401-12-3	GIS Software Licensing and Hardware Procurement	\$ 2,500.00	\$ -	\$ 2,500.00
403-12-0	Pavement Management System	\$ 22,000.00	\$ 7,000.00	\$ 15,000.00
600-12-0	Transportation Grant Applications	\$ 12,000.00	\$ 7,000.00	\$ 5,000.00
601-11-0	395 Corridor Management Plan	\$ 22,800.00	\$ 22,800.00	\$ -
602-11-2	Main Street Transportation Facilities Implementation and Financing Plan	\$ 36,900.00	\$ 36,900.00	\$ -
604-11-1	Livable Communities	\$ 17,089.25	\$ -	\$ 17,089.25
605-12-2	Mammoth Lakes Stormwater Management Plan	\$ 15,000.00	\$ 15,000.00	\$ -
606-12-1	Sustainable Communities Policy project	\$ 25,000.00	\$ -	\$ 25,000.00
700-12-0	Project Study Reports	\$ 20,000.00	\$ 15,000.00	\$ 5,000.00
701-12-1	Regional Transportation Improvement Plan Maintenance	\$ 2,500.00	\$ -	\$ 2,500.00
801-11-2	General Bikeway Plan Update	\$ 35,000.00	\$ 35,000.00	\$ -
802-11-2	Municipal Wayfinding and Community Messaging Master Plan	\$ 27,280.00	\$ 27,280.00	\$ -
900-12-0	Current Planning and Monitoring and Traffic Management Issues	\$ 17,000.00	\$ 12,000.00	\$ 5,000.00
901-11-2	Public Works Standards Update	\$ 15,000.00	\$ 15,000.00	\$ -
902-12-2	Purchase Transportation Data Collection Equipment	\$ 5,000.00	\$ 5,000.00	\$ -
903-12-1	Long-range road maintenance/upgrade plan	\$ 60,000.00	\$ -	\$ 60,000.00
904-11-1	Vehicle Miles Traveled (VMT) Study	\$ 13,500.00	\$ 13,500.00	\$ -
905-12-0	Mining Permit	\$ 3,000.00	\$ -	\$ 3,000.00
1000-12-0	Training and Development	\$ 8,500.00	\$ 6,500.00	\$ 2,000.00

**APPENDIX C
OTHER FUNDING SOURCES SUMMARY**

Proposed Expenditures:

WE	Description	Total	Town	County	
	Total Budget	\$ 1,323,072.00	\$ 410,500.00	\$ 912,572.00	
300-12-0	Transit Planning	\$ 10,000.00	\$ -	\$ 10,000.00	LTF Funds
400-12-3	General GIS Services	\$ 200,000.00	\$ 31,000.00	\$ 169,000.00	Town General Fund
401-12-3	GIS Software Licensing and Hardware Procurement	\$ 14,500.00	\$ 7,000.00	\$ 7,500.00	County General Fund
402-12-3	County IT Infrastructure and Support Services	\$ 135,000.00	\$ -	\$ 135,000.00	County General Fund
500-11-1	Mammoth/Yosemite Airport Land Use Compatibility Plan (ALUCP)	\$ 6,000.00	\$ -	\$ 6,000.00	County General Fund
601-11-0	395 Corridor Management Plan	\$ 134,400.00	\$ -	\$ 134,400.00	Corridor Mgmt Plan Grant
602-11-2	Main Street Transportation Facilities Implementation and Financing Plan	\$ 165,000.00	\$ 165,000.00	\$ -	CBTP Grant
603-11-1	Main Street Revitalization Plan for US 395 through Bridgeport	\$ 124,158.00	\$ -	\$ 124,158.00	Trans. Planning Grant
605-12-2	Mammoth Lakes Stormwater Management Plan	\$ 199,500.00	\$ 199,500.00	\$ -	IRWMP Grant, Town GF
606-12-1	Sustainable Communities Policy project	\$ 326,514.00	\$ -	\$ 326,514.00	Strategic Growth Council Grant
802-11-2	Municipal Wayfinding and Community Messaging Master Plan	\$ 8,000.00	\$ 8,000.00	\$ -	CBTP Grant

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

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town of ML	2008	5 to 10 years	2013
Airport Land Use Plans (ALUP)				
Bryant Field (Bridgeport)	Mono County			
Lee Vining Field	Mono County			
Mammoth/Yosemite Airport	Mono County			
Airport Safety Management System Plan	Town of ML	New	As necessary	2013
ESTA Short Range Transit Plan	ESTA	2009	5 years	2014
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA			
Regional Transportation Improvement Plan (RTIP)	LTC	2012 2008	5 2 years	2014 2013
Regional Transportation Plan	LTC	2008 2012	5 2 years	2013 2014

APPENDIX E
LIST OF PROJECTS/STATUS

Project Name	PSR Date	Project Status	Comments

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760- 924-1800 phone, 924-1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

April 8, 2013

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Principal Planner
Mary Booher, Administrative Services Manager
SUBJECT: 2013-14 preliminary Overall Work Program (OWP) priorities

RECOMMENDATION

Staff will provide a verbal update of any feedback on the proposed 2013-14 OWP received prior to the meeting and provide any desired direction to staff.

FISCAL IMPLICATIONS

The 2013-14 OWP allocations are estimated to be \$216,000 for RPA and \$130,000 for PPM. Rollover from 2012-13 will be available, but no estimates are available at this time. The RPA rollover is limited to 25% of the annual allocation (\$54,000).

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY

The OWP provides funding and support studies for the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). Some work items will be used for future RTP and/or RTIP projects.

DISCUSSION

As of writing, formal feedback from Caltrans has not been received. Therefore, staff will provide the commission with a verbal update of any feedback received in the interim. The final OWP will be presented to the commission for approval in May.

Mono County Local Transportation Commission

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April 8, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

RE: Moving Ahead for Progress in the 21st Century (MAP-21)

RECOMMENDATIONS

- 1) Receive informational update and provide any desired direction to staff; and
- 2) Authorize revised letter to state legislators regarding MAP-21.

RTP / RTIP CONSISTENCY

N/A

DISCUSSION

In July 2012, Congress approved and the President signed into law the first long-term highway funding authorization enacted since 2005 (MAP-21). This is a two-year transportation bill, and many of the rules that could impact Mono County LTC are still to be written.

Members of the Rural Counties Task Force (RCTF) have broken down how detrimental population-based formulas are to rural counties. The attached spreadsheet from the RCTF illustrates one possible formula that the Surface Transportation Program funding may be distributed to counties. The worst-hit counties are highlighted in yellow. Staff will discuss this at your meeting on Monday. We have revised the letter you authorized staff to submit to our state representatives in order to better illustrate the impact population-based formulas have on Regional Transportation Planning Agencies (RTPAs).

OVERVIEW

The following summary of the main funding categories under MAP-21 is from the Rural Counties Task Force (November 2012):

National Highway Performance Program (NHPP)

- Makes up 52.5% of all federal highway aid apportioned to California,
- Unless state law is amended, all NHPP funding would be programmed in the State Highway Operation and Protection Program (SHOPP) for state highways and through the State Transportation Improvement Program (STIP) for local roads and transit projects

Surface Transportation Program (STP)

- Very flexible funding for highways, transit, and other projects,
- After off the top set-asides, distribution is population based as follows:

- 1) 50% to areas with population of greater than 200,000; population greater than 5,000 up to 200,000; and areas with a population of 5,000 or less; and
- 2) The remaining 50% to be used anywhere in the State.

Highway Safety Improvement Program (HSIP)

- Funding is increased by approximately 40%
- Emphasis on safety data/analysis and states required to provide targets to increase highway safety
- Unsure how this will impact RTPAs
- In the past, Mono County has not ranked very high for needed safety improvements (High Point an exception)

Transportation Alternatives Program (TAP)

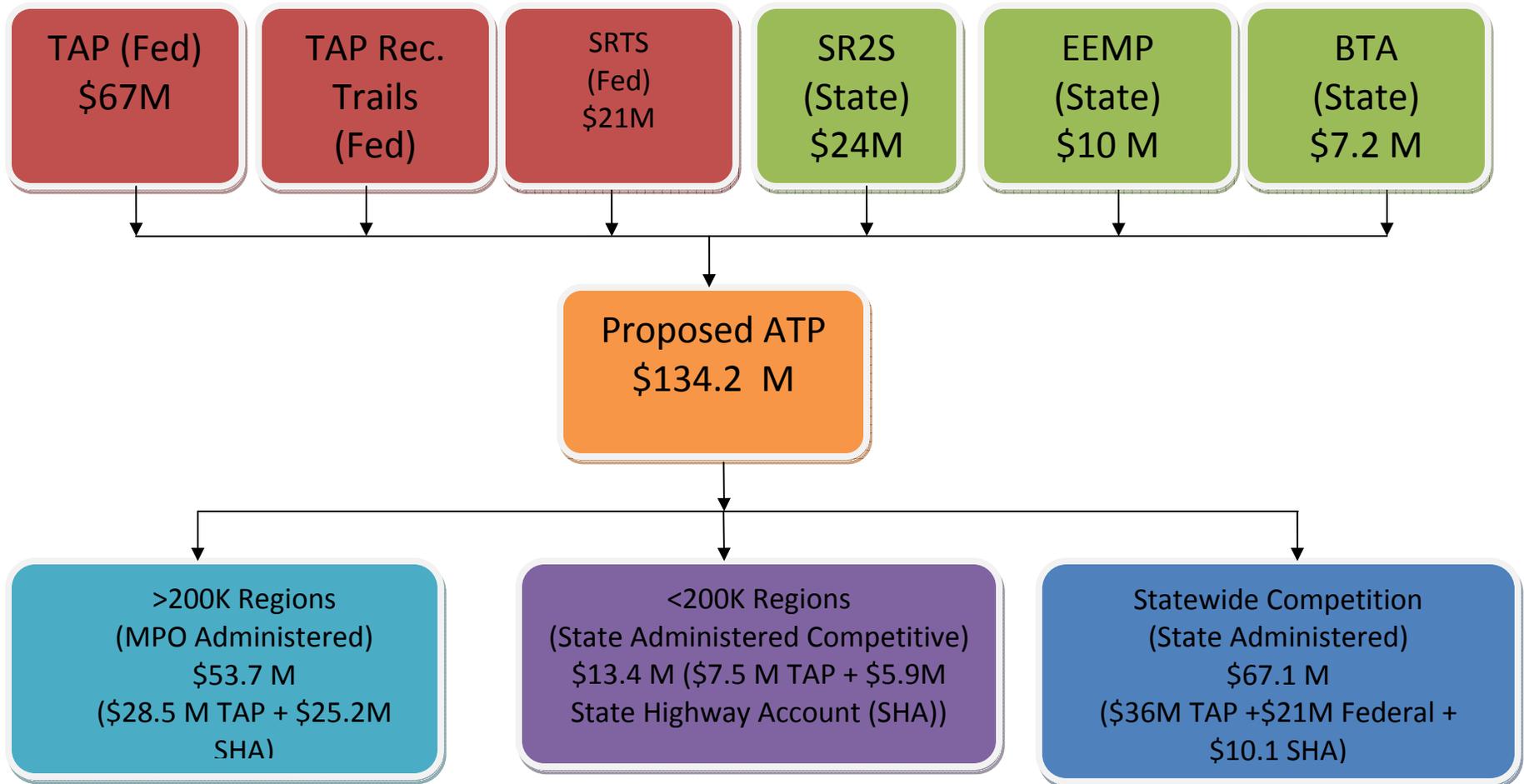
- Replaces the prior Transportation Enhancement (TE) program
- Similar activities – trail facilities for nonmotorized transportation, safe routes for non-drivers, turnouts and viewing areas, community improvement activities, and environmental mitigation
- After set asides, distribution is:
 - 1) 50% of 24 sub-allocations by population (includes one sub-allocation to CA 22 urbanized areas >200,000 in population, one sub-allocation for areas between 5,000 and 200,000 in population, and one sub-allocation for the rural remainder of the state); and
 - 2) Other 50% available for expenditure anywhere in state
 - a. Depending on the ranking criteria, rural areas may have a hard time competing for this pot of funding

Other MAP-21 funding categories could include Federal Lands and Tribal Transportation Programs and, not directly applicable to Mono County, Congestion Mitigation and Air Quality Improvement Program (CMAQ). The attached summary from the RCTF includes an explanation of how the CMAQ category may apply to Mono County in the future.

ATTACHMENTS

- Active Transportation Program Proposal

Active Transportation Program Proposal⁸⁶



TAP – Federal Transportation Alternatives Program
 SRTS – Federal Safe Routes to School Program
 SR2S – State Safe Routes to School Program
 EEMP – State Environmental Enhancement and Mitigation Program
 BTA – State Bicycle Transportation Account
 ATP – Governor proposed Active Transportation Program

Mono County Local Transportation Commission

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www.monocounty.ca.gov

April 8, 2013

The Honorable John A. Perez
Speaker, California State Assembly
State Capital, Room 219
Sacramento, CA 95814

The Honorable Darrell Steinberg
President Pro Tempore, California State Senate
State Capital, Room 305
Sacramento, CA 95814

Assemblyman Franklin E. Bigelow
PO Box 942849, Room 4116
Sacramento, CA 94249-0005

Senator Tom Berryhill
State Capital, Room 3076
Sacramento, CA 95814-4900

Dear Speaker Pérez, Senator Steinberg, Assemblyman Bigelow, and Senator Berryhill:

The Mono County Local Transportation Commission continues to express concern regarding implementation of the federal surface transportation reauthorization program “Moving Ahead for Progress Act in the 21st Century” (MAP-21). As a rural county, we urge consideration of rural needs as legislative proposals are introduced to address transportation funding distribution.

Rural counties such as Mono County rely on the network of state highways and locally maintained roads to link residents to essential services, employment, education and medical care. This road system also serves the broader needs of Californians, accessing state and national parks, tourist attractions, and recreation areas, and providing the network necessary to move agriculture, freight, energy and other critical goods to adjacent states, in our case Nevada.

Population-based formulas do not account for the road maintenance burden of rural regions with small populations; in the case of Mono, over 700 miles of roadway maintained with a population of less than 15,000 residents. We would like you to be aware that the recently released 2012 California Statewide Local Streets and Roads Assessment shows the state’s local roads are deteriorating at a rapid rate. Mono County’s maintained roads shows a decline in the Pavement Condition Index from “Good” to “At Risk” category.

Transportation funding formulas should provide funding protections or guarantees for California’s rural transportation system and reflect that rural counties lack viable means to fund larger projects that provide statewide benefit. As an example, Mono County Local Transportation Commission has been reliant on regional commitments under Memorandum of Understandings (MOUs) with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino Associated Governments to accomplish improvements of statewide benefit and critical regional significance on State Route 14 and US 395 corridors. These successful agreements, which were initiated in 1998 and continue well into the future, would not be feasible without funding guarantees for rural areas.

We continue to advocate for Active Transportation Program (ATP) scenarios that account for prior transportation enhancement reserves; in the case of Mono County, a total of \$954,000 in Transportation

Enhancement (TE) funds has been set aside for future anticipated projects and allows rural counties a fair process to access 50% of the remaining funds as proposed by Administration.

Your consideration of Mono County's concerns in this matter is appreciated as MAP-21 is implemented this year and in 2014. We look forward to working with you in developing an equitable strategy to implement MAP-21 for rural counties. Please do not hesitate to contact me (760.924.1806 ljohnston@mono.ca.gov) or Commission staff if you need additional information.

Sincerely

Larry Johnston
Chairman, Local Transportation Commission

Attachment:
California Statewide Local Streets and Roads Needs Assessment, page 1 of report, January 2013

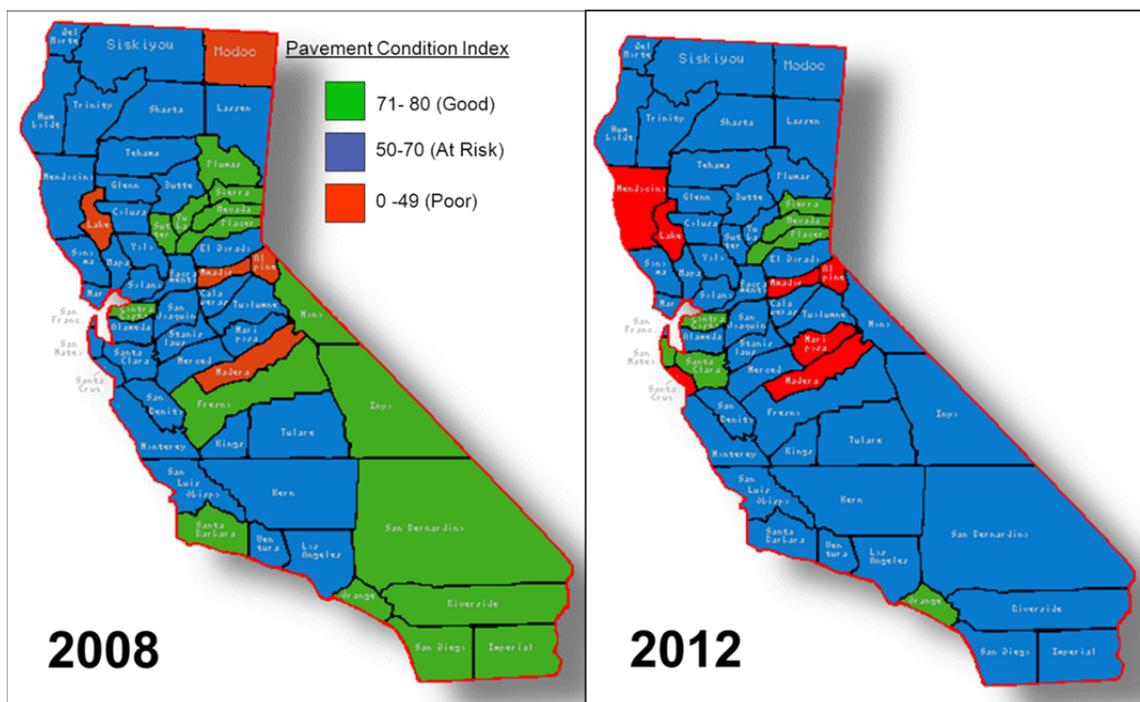
Abstract

California’s local streets and roads system is in crisis, driving state and local governments to a decision point: either pay now to update communities’ deteriorating thoroughfares, or pay much more later to replace them.

Due to an aging infrastructure, rising construction costs and budget constraints, the state’s local road network is falling into disrepair at an alarming rate. With heavier vehicles, increasing traffic and the need to accommodate alternative modes of transportation—including buses, bicyclists, pedestrians, the disabled and school children—the demands on California’s streets and roads are growing. At the same time, a growing percentage of streets and roads are in poor condition and in need of repair.

Cities and counties own and maintain 81 percent of California’s roads, and these byways are the underpinning of California’s statewide transportation network. From the moment we open our front door in the morning to drive to work, bike to school, walk to the bus station, or buy groceries, we are dependent upon our local streets and roads. Emergency responders and law enforcement rely on the network to save lives and keep us safe. It’s hard to think of a single aspect of daily life that doesn’t involve a local road.

The results of the *2012 California Statewide Local Streets and Roads Needs Assessment* show that there has been a steady downward trend in the pavement condition since 2008. The majority of California’s counties now have an average pavement condition rating that is considered “at risk” (see maps below). Projections indicate that In 10 years, 25 percent of California’s streets and roads will be in the “failed” category.



Mono County Local Transportation Commission

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Staff Report

April 8, 2013

TO: Mono County Local Transportation Commission

FROM: Mary Booher, Administrative Services Manager

SUBJECT: 2011-12 LTC Audit Report

RECOMMENDATIONS:

Receive 2011-12 Local Transportation Commission Audit Report and provide any desired direction to staff.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY: N/A

DISCUSSION:

Fechter and Company has completed the Local Transportation Commission audit for FY 2011-12, and the report is attached.

ATTACHMENT:

- 2011-12 LTC Audit



COUNTY OF MONO

P.O. BOX 696, BRIDGEPORT, CALIFORNIA 93517
 (760) 932-5583 • FAX (760) 932-5411
 mboohier@mono.ca.gov

Mary Booher
 Financial Analyst

April 8, 2013

To: Mono County Local Transportation Commission
 From: Mary Booher, Financial Analyst
 RE: **2013-14 Local Transportation Funds Allocation**

RECOMMENDED ACTION:

Receive staff report on preliminary estimates for 2013-14 Local Transportation Funds (LTF) and provide any desired direction to staff.

DISCUSSION:

Annually, the Director of Finance is required to provide the Local Transportation Commission (LTC) with estimates for the Local Transportation Fund revenue for the next fiscal year. In 2012-13, the revenue was estimated at \$560,000 and staff projects the year-end actual to be approximately \$594,000. In addition, there was \$107,892 in rollover funds from 2011-12. For 2013-14, the Assistant Director of Finance estimates the revenue to be \$575,000 (Attachment A).

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. For FY 2011-12, Resolution # 11-07 allocated the funds as follows:

1. **\$43,680** into reserve;
2. **\$15,000** for LTC administration and auditing costs for the LTF, Public Utilities Code 99233.1;
3. **\$11,054** or 2% of remaining LTF moneys for bicycle path "set-aside" to Mono County;
4. **\$20,700** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7;
5. **\$20,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults;
6. **\$30,000** is apportioned and allocated to YARTS for FY 2010-11 for operating costs;
7. **\$91,000** is apportioned and allocated to ESTA for the CREST service (TDA Section 99262);
8. **\$31,000** is apportioned and allocated to ESTA, for Mammoth Community Transit Services; and
9. **\$339,1635** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations.

In addition, the commission allocated any excess revenue as follows:

- A. 15% to be placed in reserve;
- B. 49.3% (58% of balance) to the Town of Mammoth Lakes; and
- C. 35.7% (42% of balance) to Mono County

Pursuant to the Transportation Development Act (TDA) the split in item 8 is based on a population split of 58% Town/42% County, based on 2010 Census figures. Other guidelines established in the TDA (Attachment B) and the LTC Handbook are as follows:

1. The LTC Handbook states, "Deferred LTF revenue should be managed to generally maintain no less than 5% or more than 15% of annual allocations unless funds are set aside for a specific purpose such as a grant match";
2. Administrative Costs as necessary; and
3. Bike Paths under priority #3 are limited to 2% of the funds remaining after #1 and #2.
4. The Community Transit Service Allocation (CSTA, which is ESTA), is limited to no more than 5% of the remaining funds.

The reserve is important to maintain for a variety of reasons. First, the funds are paid to the Town and to Eastern Sierra Transit Authority (ESTA) based on 12 monthly payments. Therefore, if revenues are less than projections, the reserve would cover this portion, thereby ensuring reasonable budgeting for the Town and ESTA. Second, since this revenue is based on sales tax, a reserve allows for stabilization from one year to the next, despite changes in the funding source. In 2012-13, the commission chose to reduce this reserve to meet additional needs of ESTA. Staff recommends that for 2013-14, the reserve be continued at the maximum of 15% of the allocation, as allowed in the LTC Handbook. The handbook does not specify if this is calculated on the budgeted or actual allocation, but based on the commission direction in 2011-12, staff recommends continuing to calculate this based on the budgeted allocation, including rollover funds.

Staff is looking for commission guidance for development of the 2013-14 resolution to allocate these funds. Consideration will need to be given to any information presented to the commission during the Unmet Needs Hearing on April 8, 2013.

In the past, if there were substantial changes between the revenue estimates and actual revenue, a revised resolution was approved at the end of the year. In FY 2011-12, the commission approved a resolution with tiers, based on revenue in excess of projections. The resolution did not take into account the possibility of revenues being less than projections, but the continuation of the reserve provides protection for this possibility. Staff recommends continuing the format used in this regard for 2012-13, with the caveat that any excess funds allocated to either the Town or the County will require the filing of a claimant letter by the entity to ensure the funds are used within the TDA guidelines.

If there are any questions regarding this item, please contact Mary Booher at 760-932-5583.

ATTACHMENTS:

- Attachment A: LTF estimate letter
- Attachment B: TDA guidelines



DEPARTMENT OF FINANCE

COUNTY OF MONO

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

Rosemary Glazier
Assistant Finance Director
Treasurer-Tax Collector

Vacant
Finance Director

Roberta Reed
Assistant Finance Director
Auditor-Controller

March 26, 2013

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

RE: California Code of Regulations Title 21, Chapter 3, Business, Transportation and
Housing Agency, Article 3, Section 6620

Assuming that there will be no unallocated funds as of June 30, 2013, the monies available for
allocation by the Local Transportation Commission during Fiscal Year 2013-2014 are estimated
to be \$575,000.

Please contact me if you require any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Roberta Reed".

Roberta Reed
Assistant Director of Finance
Auditor-Controller

Cc: Scott Burns
Mary Booher

LTC PRIORITIES 2013*

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1. US 395 shoulders in north Mono
2. Auchoberry Pit repair
3. Deer fence at Sonora Junction
4. BP yard landscape, lighting
5. North Conway passing lane
6. Conway cut slopes
7. Tioga Pass Heritage Highway
8. June Lake Loop rumble strip
9. SR 158 as State Scenic Highway
10. Crestview rest area year round
11. Snow-free bike path for SR 203
12. Berms at sheriff's substation
13. Airport Road improvements
14. Deer/snow/safety fence along SR 203 & US 395 to airport
15. N. Sherwin Grade improvements
16. Downtown parking ordinance
17. Mono County entry signs
18. Self-weathering steel guardrails
19. US 395 as State Scenic Highway
20. Anti-drowsy driver: US 395
21. Geographic signing on US 395

1. Sidewalk on SR 203 from Whiskey Creek to Village
2. Signage for Mammoth mileage in Nevada &/or I-15

1. Trails & connections at Rock Creek Canyon & Rock Creek Ranch
2. Chalfant bus stops
3. BLM ore-processing pit in Inyo near Laws, >200 trucks/day on US 6. Left turn lane both N & S
4. McGee/US 395: Right turn lane southbound
5. US 6 flood control issues (bridges, culverts)

1.

1.

1. Airport deer fences (Caltrans SHOPP project?)
2. Airport road improvements
3. Caltrans snow management on SR 203, bike path & sidewalk
4. N. Mono US 395 shoulder widening/improvement
5. Signage at US 6 / SR 120 / Benton Crossing: Junction with US 395 leads to Mammoth as well as Yosemite

* The above chart summarizes priorities of LTC commissioners discussed or submitted prior to the April meeting.

Possible Mono County LTC Projects
From – Monday, February 11, 2013 LTC meeting

Larry's LTC List
 2/15/13

1. Continue to add shoulders along two lane sections of US Hwy 395 as has been occurring in the northern part of the county. Utilize 8' wide shoulders where possible and environmentally acceptable, but shoulders of 2' up to 8' would be useful, particularly for multimodal transportation.
2. Repair the Auchoberry Pit (in Antelope Valley) highly eroding slopes (e.g., 2' deep gullies). This would take little in the way of mitigation (re-grade/install erosion control wattles).
3. Re-initiate and complete the deer fence / grade separation project at Sonora Junction. This was started and materials were purchased by Caltrans, but the project was put on hold. Deer are still getting killed and vehicles are suffering extensive damage from deer/vehicle collisions.
4. Plant a landscape screen on the south/west side of the Bridgeport Yard to hide the unsightly yard and equipment stored there. This project would also replace non-compatible Dark Sky light fixtures. It would utilize the similar plant materials as is used by Caltrans at the landscaped McGee Creek Maintenance Station in Long Valley along Hwy 395.
5. Pursue the completion of the north Conway passing lane project as a State Transportation Improvement Plan (STIP) project.
6. Complete the evaluation / trial mitigation for the Conway Summit cut slopes (several erosion control/rock-fall measures were installed about 5 years ago); schedule reconstruction and stabilization of the slopes utilizing results of the mitigation studies.
7. Design and construct the Tioga Pass Heritage Highway project along SR 120 from just west of Lee Vining to Tioga Pass. This project is a re-configured Caltrans State Transportation Improvement Plan (STIP) project originally proposed in the 1990s but was over-zealous in its design (significantly long passing lane in Bighorn Sheep territory). The revised project is envisioned to emulate the "Going to the Sun Road" in Glacier National Park, which would dramatically transform the character of the road from a utilitarian-like eastern entrance to Yosemite National Park, to grand park-like eastern entrance. Special wall treatments, scenic turnouts, and interpretive sites would be included. Nevertheless, safety and functional vehicular improvements (both for vehicles and bicycles) are envisioned. These include much-enhanced rock-fall protection, specially designed (and aesthetic) guardrail installation, and strategically integrated passing / turnout opportunities in already disturbed areas. State "TAP" funding (formerly Transportation Enhancement) and possibly SHOPP funding may be available. Conceptually this would become an economically enhancing visitor attraction into itself, much like the Going to the Sun Road in Glacier Park has become.
8. When the next maintenance occurs, revise or remove the rumble strip on the June Lake Loop (1+ mile section of SR 158 near S. Jct. with US Hwy 395). The 2' wide rumble strip is placed in a 5' wide shoulder making cycling more dangerous (i.e., narrow width /debris hazard, etc.). As an alternative, consider utilization of narrower (4" wide) fog line rumble strip as is used on other state routes (e.g., Hwy 120/108 just east of Oakdale).
9. Designate SR 158 as an official State Scenic Highway. Currently it is "eligible" but not officially designated (www.dot.ca.gov/hq/LandArdh/scenic_highways/index.htm).
10. Find a way to keep the Crestview rest area open all year long.

Possible Mono County LTC Projects

From – Monday, February 11, 2013 LTC meeting

11. In keeping with multimodal, context sensitive operations, allow the sidewalk/bikepath along SR 203 (Main Street) in Mammoth Lakes to be clear of snow in the winter.
12. Build a natural landscape berm around the south and east sides of the old Sherriff Substation to help hide from Scenic Hwy 395 the site and heavy equipment stored there.
13. Fast forward improvements to the Mammoth Airport Road. Consider interim measures to fill/mitigate large cross-cracks. Seek funding and re-prioritize. Re-align the intersection with Fish Hatchery Road so that Airport Road is main road, i.e., have F.H. Road tee off it.
14. Create a combined deer, snow, and airport safety fence along SR 203 and Hwy 395 in proximity to the Mammoth Yosemite Airport. This four-pronged project is envisioned to be a combo deer/snow fence along the south side of Hwy 395 from 203 to south of the Benton Crossing Road (would prevent deer from crossing the highway and would help stop wind blown snow from premature closures of the highway during severe winter storms). Under-crossings for deer and other animals would be provided at strategic locations. Deer fencing would be located along the north side of the highways and would also encircle Mammoth Yosemite Airport thus implementing both airport safety and FAA security issues.
15. Consider re-initiating the north Sherwin Grade Hwy 395 improvement project.
16. Complete downtown parking ordinance revisions (consistent with current County general plan provisions), e.g., allow on-street parking to be counted toward parking requirements, form parking districts, etc.
17. The special Mono County entry signs should be repainted and placed on a periodic maintenance schedule. The wording “Wild by Nature” should be a much lighter color as it is currently dark blue and not easily readable.
18. Utilize self-weathering steel guardrails in all projects in Mono County (e.g., these have been tested and are in place in wetter environments on the west side along Hwy 120 just east of Groveland).
19. Seek to work with the Inyo County Board and LTC to consider designating all of US Hwy 395 as an officially designated State Scenic Highway.
20. Consider adding anti-drowsy driver “singing highway” segments along remote sections of four-lane US Hwy 395.
21. Add special signing along US Hwy 395 that points out geographic features (e.g., Mt. Whitney, Mt. Morrison, Mammoth Mountain, etc.)

Commissioner Lehman

1. Sidewalk from Whiskey Creek and to 8050 (SR 203)
2. Signage for “Mammoth ___ miles” in Nevada and/or at I-15/395

Commissioner Stump

1. Trails and or trail connections around Rock Creek Canyon and Rock Creek Ranch
2. Chalfant bus stops – coordinate with ESTA and Bishop Unified

Keep this item for future agendas and other commissioners / public input.

CD Ritter

From: Scott Burns
Sent: Thursday, March 28, 2013 3:50 PM
To: Sandy Hogan
Cc: CD Ritter
Subject: RE: LTC priorities

Great – thanks Sandy. We will input these into the proposed priority list for next LTC meeting

Scott

From: Sandy Hogan [<mailto:sandyghogan@verizon.net>]
Sent: Thursday, March 28, 2013 3:38 PM
To: Scott Burns
Subject: LTC priorities

Scott: you asked us to send you our suggested LTC priorities by the 28th, so here are mine. Since Larry's list was so exhaustive, I just worked from it, noting ones that I think would be my highest priorities.

- Airport deer fences (perhaps CalTrans/CTC might consider this as a SHOP project, since it's a true safety issue with recent deaths/incidents)
- Airport road improvements
- Cal Trans snow management (removal/trucking) from SR 203/Main Street, including bike path/sidewalk clearance (similar to SLT)
- North Mono 395 shoulder widening/improvement (continue this project)
- Add to Hwy 6 signage (& Hwy 120/Benton Crossing) words indicating that the junction with Hwy 395 leads to Mammoth Lakes/Hwy 203 (Yosemite is noted on both signs, otherwise it's just highways)

(not sure I got "SHOP" right, but I'm sure you know what I mean, as it's how we got High Point done (safety project). Thanks, Sandy



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

Date: April 8, 2013
To: Mono County Local Transportation Commission
From: Jeff Walters, Mono County Acting Public Works Director
Subject: 2013 Tioga Pass Opening

Recommended Action:

Hear discussion regarding the current status of Tioga Pass Road (HWY 120 west) and Yosemite National Park's current plan for beginning snow removal operations. Provide any desired direction to staff.

Fiscal Impact:

None at this time. Discussion only.

Discussion:

Tioga Pass currently has approximately 60% of normal snowpack. Based on Yosemite National Park's sequestration plan, which involves cuts of approximately \$2.4M in Park operations, the Park Service plans on beginning snow removal operations up Tioga Road on May 15th this year. They do intend to run two crews each day which is double the effort in past years. This year Memorial Day weekend is May 25-27 which leaves minimal time to open the road.

To get a better understanding of the road conditions the Park Service is scheduled to drive their Tucker snowcat up the road to South Fork on April 15th to dig a pit. If safe to do so they plan on proceeding to Olmsted Point to probe snow depths, hand place charcoal, and determine if helicopter placed charcoal would be advantageous.

Due to their late start the Park will be requesting snow removal assistance again this year from Mono County.

As of March 28, Caltrans has removed snow from US 395 to the Park's eastern gate entrance.

If you have any questions regarding this item, please contact Jeff Walters at 932-5459 or jwalters@mono.ca.gov.

Respectfully submitted,

Jeff Walters
Acting Public Works Director

Mono County Local Transportation Commission

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

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

April 8, 2013

TO: Local Transportation Commission
FROM: Garrett Higerd
RE: Convict Road Rehabilitation

RECOMMENDATION

Receive status report and provide any desired direction to staff.

BACKGROUND

In response to past concerns and discussions of the LTC, please see the attached staff report concerning the Federal Lands Access Program (FLAP) grant application. This grant application to the Federal Highway Administration proposes rehabilitation of Convict Lake Road and will be considered by the Mono Supervisors April 16, 2013. This staff report provides an overview of the project and is being provided to the commission for information and comment.

ATTACHMENT

- BOS staff report



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

Date: April 16, 2013
To: Board of Supervisors
From: Garrett Higerd, Senior Engineer
Re: Application for Federal Lands Access Program (FLAP) Grant Funding to Rehabilitate Convict Lake Road

Recommended Action:

Approve submittal of a Federal Lands Access Program (FLAP) grant application to the Federal Highway Administration for a potential road rehabilitation project on Convict Lake Road.

Fiscal Impact:

None at this time. If selected by California's Programming Decisions Committee, the total project cost is expected to be approximately \$2,500,000 and would be paid for with Federal Lands Access Program (FLAP) funds, with an 11.47% match. In order to be considered, County must be prepared to address the match requirement (approximately \$300,000 over five years). In addition, County would provide in-kind staff time and resources for CEQA compliance, project coordination and engineering review, partially chargeable to LTC funds.

Background:

The Federal Highway Administration issued a "Request for Project Applications California Federal Lands Access Program" on February 28, 2013. This is a new program that was established by the Moving Ahead for Progress in the 21st Century (MAP-21) to provide funding for a variety of transportation projects accessing Federal Lands in the state of California. Project applications are now being accepted until April 30, 2013 to develop a robust 5-7 year program of transportation projects (estimated program availability from \$71 to \$130 million).

Mono County roads that may fit the FLAP grant criteria are:

- Twin Lakes Road
- Virginia Lakes Road
- Lundy Lake Road
- Convict Lake Road
- McGee Creek Road

- Owens River Road
- Rock Creek Road

Of these, the following have either recently been rehabilitated (within the last ten years or so) or a rehabilitation project is in the works:

- Twin Lakes Road
- Virginia Lakes Road
- Lundy Lake Road
- Rock Creek Road (programmed for rehabilitation beginning in 2015)

Of the roads that have not been addressed recently, Convict Lake Road is a good choice because it needs work, provides world-class access to recreation on federal lands, and is a relatively small project – requiring a more manageable match.

Because of the very short turnaround time, the proposed project needed to be selected quickly. After presenting the idea in Department Head Reports/Emerging Issues on March 5th, and consulting with individual Board members, staff made the decision to prepare an application for Convict Lake Road. The proposed project would rehabilitate approximately 2.3 to 2.7 miles of road and add an uphill bicycle climbing lane. This proposed project was presented to the Mono LTC for information on April 8.

Public Works contracted with Lumos & Associates to prepare the grant application including coordination with project stakeholders (Economic Development, Inyo National Forest, private businesses, cycling groups, etc.). See the draft application attached as Exhibit A.

California's Programming Decisions Committee (PDC) expects to score and rank applications in May, develop a short list with greater scope and cost information in June, and announce the funded program in August. If selected, the Board will need to prepare a plan to address the 11.47% match. It is possible that other funding sources could be applied to a portion of the match. However, it is unlikely that they could cover it completely.

Respectfully submitted,



Garrett Higerd, P.E.
Senior Engineer

Dick Whittington
YARTS Transit Manager
369 W. 18th Street
Merced, CA 95340

RECEIVED 103
MAR 18 2013
MONO COUNTY
Community Development

Dear Dick:

We wanted to express our appreciation of the efforts of the Yosemite Area Regional Transit System (YARTS) this past year. The new bus routes to Tuolumne County and the expanded bus runs to Mariposa and Lee Vining have been tremendously successful. In 2012, the YARTS system provided services to 94,000 riders, approximately 10% more over last fiscal year. YARTS has become a significant provider of transit to Yosemite and a major partner that we are very proud to be associated with.

We want to personally thank you for the tremendous effort working side by side with the National Park Service on many issues. You have been a strong advocate of a positive working relationship. We appreciate your openness, dedication, and your overall exemplary effort to find funding to enhance the bus system to Yosemite National Park. You have also been instrumental in developing and maintaining enhanced working relationships with our gateway communities. As our challenges to reduce congestion at Yosemite intensify, we hope you and the YARTS Board will continue to help us move working solutions forward.

We also want to congratulate you and the Board for the work that resulted in the award of a grant of \$583,000 from the Paul S. Sarbane Transit in Parks program administered by the U.S. Department of Transportation for the acquisition of a new clean diesel bus.

Please pass on our praise for your effort, the Board's support, and the overall effectiveness of YARTS.

Sincerely,

/s/ Don L. Neubacher (copy with original signature on file)

Don L Neubacher

Superintendent

complete study at:
<http://www.savecaliforniastreet.org/reports/2012/2012-FinalReport.pdf>



January 2013

California Statewide Local Streets and Roads Needs Assessment



RTPA RCTF

***Threat***

- The 2012 Needs Assessment shows a steady downward trend in pavement condition. In 10 years, under existing funding levels, a quarter of the streets and roads in California will be in “failed” condition.
- A majority of California’s counties have an average pavement condition rating that is considered at risk.
- If additional funding isn’t secured, pavement conditions will continue to deteriorate and cost taxpayers nearly twice as much to fix down the line.
- Local streets and roads hold the state’s entire transportation network together. We must find new sources of funding to invest in our infrastructure, or face the economic consequences of falling behind.

Financial Cost

- California communities have a choice: We can either pay to fix and maintain our streets and roads today, or pay much more in the future to replace them.
- More than twice the current funding level is needed just to maintain current pavement conditions – which are below standard in a majority of California counties.
- To spend the taxpayer’s money cost-effectively, it just makes sense to preserve and maintain our roads and bridges in good condition rather than let them deteriorate and then pay more to fix them.
- Roads and bridges are like cars or houses. If you don’t take care of them with regular maintenance and repairs, you’ll either have to spend more money to fix big problems, or buy a new one.

Public Safety

- From the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon safe, reliable local streets and roads.
- Police, fire and emergency medical services all need safe reliable roads to react quickly to calls. A few minutes delay can be a matter of life and death.
- Reliable local streets and roads increase the safety and livability of our communities, and are important whether you’re young or old, on foot or in a car, riding a bicycle, using a wheelchair or on the bus.
- Repairs to local roadways are more than just fixing potholes; they include improvements for sidewalks, stormwater control, gutters, curb ramps, traffic signs and medians, all of which make our roads safer.

Job Creation

- Modernizing local streets and roads will create well-paying construction jobs and boost local economies.
- California needs economic growth and jobs right now, and restoring our deteriorating transportation infrastructure will foster both.

Environment

- Modernizing local streets and roads will reduce drive time and traffic congestion, improve bicycle safety, and make the pedestrian experience more appealing - all of which lead to reduced vehicle emissions.
- Cars sustain less damage and use less fuel on well-maintained streets.

- Restoring roads before they fail will reduce construction time, so there will be less air pollution from heavy equipment and less water pollution from site run-off.

Solutions

- Californians must work together to find ways to fund our local streets and roads, and push the state and local governments to establish sustainable transportation revenues.
- A significant portion of new revenues should be focused on preservation of our existing roads network. Once the system is in a state of good repair, the need for maintenance will be reduced.
- Everyone who benefits from local streets and roads - including personal and commercial vehicles, transit, bicyclists, and pedestrians - should bear the cost of restoring them.

Additional Talking Points on 2012 CA Statewide Local Streets and Roads Assessment

State Elected or Transportation Stakeholder:

The recently released 2012 California Statewide Local Streets and Roads Assessment is a wakeup call. The state's local roads are deteriorating at a rapid rate, putting users and our entire transportation system at risk. State and local governments must invest in repairs and maintenance now, or face much more expensive replacement costs later, jeopardizing California's fragile economy. The Needs Assessment shows a steady downward trend in pavement condition since the initial analysis in 2008; if we do nothing to improve the funding outlook, a quarter of the streets and roads in California will be in "failed" condition in ten years. We need to double the current funding level just to maintain the status quo, and pavement conditions in a majority of California counties are already below standard. Californians will need to work together to find new sources of revenue to fix our failing roads, and in doing so we will protect taxpayer investment, create new jobs, reduce pollution, and save money in the long-term. Most importantly, we'll keep our streets and roads safe for California families, businesses, and law enforcement. We simply cannot afford to ignore this problem.

Local Elected or Transportation Stakeholder:

The 2012 California Statewide Local Streets and Roads Assessment is a wakeup call for _____ County. The report shows a clear choice; we can either pay to fix and maintain our streets and roads now, or pay much more in the future to replace them. More than twice the current funding level is needed just to maintain current pavement conditions, which are below standard in a majority of California counties. When making this choice, we must also consider public safety. From the moment we open our front door to drive to work, bike to school, or walk to the bus station, we are dependent upon local streets and roads. Police, fire and emergency medical services all need safe reliable roads to react quickly. Repairs to local roadways are more than just fixing potholes; they include improvements for sidewalks, stormwater control, gutters, curb ramps, traffic signs and medians, all of which make our roads safer. All Californians must work together to find ways to fund our local streets and roads, and push state and local governments to establish sustainable transportation revenues. It will make our community, and all of California, a better place to live.

Bicyclist

As someone who uses my bicycle more than my car, I was interested in the new pavement assessment of California's local streets and roads. More than once I've nearly gone head over handlebars trying to dodge a pothole – or a car that was swerving to avoid one. Everyone who uses our local streets should be concerned about their growing disrepair, along with the bridges, sidewalks and curbs that are part of the local roads network. If we use them – and just about everyone in the community does - we should also be willing to pay for their upkeep. Reliable, well-maintained local streets and roads increase the safety and livability of our neighborhoods, and are important whether you're young or old, on foot or in a car, riding a bicycle, using a wheelchair or on the bus. According to the data in the report, we have a choice to either pay now or pay more later when conditions have deteriorated even further. If it's between a smooth, safe ride or a bone-rattling obstacle course, the choice is clear: fix our roads now, save money, and get home in one piece.

Resident:

The new report that shows the poor condition of that California's local streets and roads hits home, here in _____ County. I'm hard pressed to think of a single activity in my family's daily life that doesn't depend on a local street, whether it's driving to work, walking to the store, or my kid's bike ride to school. Besides the safety concerns and the wear and tear on my car, we need to consider the bottom line; if we don't deal with the backlog of repair and maintenance now, it's going to cost twice as much to fix down the line. It just makes sense to so protect an investment that taxpayers have already made, and keep our local streets and roads in good shape now so we don't pay for our negligence later.