

Mono County Local Transportation Commission

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AGENDA

September 9, 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:** August 12, 2013 – *p. 1*
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. Approve Resolution R13-09 for the PTMISEA expenditure plan (*Jill Batchelder*) – *p. 5*
 - B. Review commissioners' LTC priorities (*continued from August meeting*) & provide any desired direction to staff – *p. 7*
 - C. Receive Regional Transportation Improvement Program (RTIP) update & provide any desired direction to staff (*Gerry Le Francois*) – *p. 33*
6. **LOCAL TRANSPORTATION ISSUES**
 - A. Share-the-Road signage on Benton Crossing Road (*Jeff Walters*) – *p. 34*
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA): Preliminary Cost-by-Route Analysis – *p. 55*
 - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
 - A. Report activities in Mono County and provide pertinent statewide information
9. **INFORMATIONAL**
 - A. Entry signage into California & Mono County on US Highway 6 – *p. 61*
 - B. Rock Creek Road Improvement Project – *p. 62*
10. **UPCOMING AGENDA ITEMS:** Caltrans quarterly report
11. **ADJOURN** to Special Meeting Thursday, October 17, 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 the meeting starts. The Local Transportation Commission encourages public attendance and participation.

More on back...

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

August 12, 2013

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman

COUNTY STAFF: Scott Burns, Gerry Le Francois, Mary Booher, Wendy Sugimura, Jeff Walters, Garrett Higerd, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Forest Becket

ESTA: Jill Batchelder

GUEST: Kelly Garcia

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:06 a.m. and led the pledge of allegiance.
2. **PUBLIC COMMENT:** None.
3. **MINUTES:** July 8, 2013.

MOTION: Adopt minutes of July 8, 2013, as submitted. (Fesko/Hogan. Ayes: 5. Abstain due to absence: Lehman.)
4. **COMMISSIONER REPORTS:** Stump: Met with Garrett Higerd & USFS Federal Lands Access Program (FLAP) re Convict Lake Road; moving forward. Fesko: High Point along Topaz Lake completed, no controls. Biked Twin lakes Road, where three of four cyclists were nearly hit by cars. Shoulders and bike lanes needed.
5. **ADMINISTRATION**
 - A. **State Transportation Improvement Program (STIP) fund:** Previous fund estimate of \$4.5 million is now up to \$6.1 million in fund shares. Staff needs to prioritize projects in Regional Transportation Improvement Program (RTIP) between now and November/December meeting. Past commissions put money aside for MOU projects, which has \$8.4 million as a share reserve. The 2014 STIP is \$6.1 million to program for current projects. Under former Transportation Enhancement (TE) program, no federal money to fund projects was carried forward. Local entities have to fund TE out of STIP shares if still eligible. No separate pot of money exists. Forest Becket indicated federal tax guidelines for Transportation Alternatives Program (TAP) are out, but not State guidelines. The Planning Programming & Monitoring (PP&M) funds project study reports as part of RTIP, tracked through Overall Work Program (OWP). Mono did well, as past commissions were conservative on projects. Commissioner Bacon asked if Town TE funded gap closure between Mammoth Creek Park and Meadow Lane. Le Francois stated \$2 million+ may be needed from STIP.
 - B. **Olancha-Cartago Memorandum of Understanding (MOU) funding request:** Gerry Le Francois indicated Inyo requested partner funding of Olancha-Cartago from Mono. Tioga Pass is listed, but not eligible for State funds. The 40/40/10/10 percentage ratio is in effect (county of location, State, two other counties). Caltrans broke out funding request for other Memorandum of Understanding (MOU) projects on US 395/State Route (SR) 14 corridor. Kern Council of Governments (COG) did not have political support for that much money on SR 14; has other priorities. Kern does not have the money. Mono and Inyo gave 30% to keep Freeman Gulch moving forward. Could State fund that? *Not too promising.*

Forest Becket stated Caltrans headquarters fully supports MOUs. Kern to pay Olancha-Cartago? Becket noted good things going for Olancha. Kern committed to Centennial corridor (Bakersfield) because it has federal

grant funding, and Olancho-Cartago. Keep existing reserve for Freeman Gulch 1 & 2? Le Francois indicated LTC needs to decide on local projects. Maybe a match is needed for Convict Lake Road and Airport Road. Put existing reserve toward Olancho-Cartago. Commissioner Johnston noted MOUs have been golden in many respects. Completing Olancho-Cartago would finish four-laning in Inyo-Mono. Becket stated Tom Hallenbeck appreciates MOU commitments, wants to help Mono projects. Johnston reminded that projects haven't undergone scrutiny by California Transportation Commission (CTC). Commissioner Hogan believed Mono benefits from all those projects.

C. Final Local Transportation Fund (LTF) for 2012-13: Mary Booher reviewed LTF fund estimates.

D. Triennial performance audit 2009-a12: Triennial audit was conducted by Fechter & Co. Staff met Caltrans's newer, higher standards. No issues.

E. Regional Surface Transportation Program Federal Exchange revenue: A sum of \$9,408 available for road maintenance is to be split between Town of Mammoth Lakes and Mono County. Forest Becket noted an unspent balance from previous fiscal year.

MOTION: Approve and authorize chair's signature on the 2012-13 Optional Regional Surface Transportation Program Federal Exchange; and allocate revenue equally between the Town of Mammoth Lakes and Mono County. (Hogan/Stump. Ayes: 6-0.)

Commissioners stood to honor Mary Booher while Chair Johnston read aloud a certificate of appreciation, followed by applause. Scott Burns noted staff had struggled with audits before Booher. New Finance Director Leslie Chapman knows LTC functions and will find staff to replace Booher.

F. Commissioners' LTC priorities: Wendy Sugimura will contact remaining commissioners for their priorities, list items in numerical sequence when complete, and present entire package next meeting. Suggestions: 1) create separate section for single-agency items; 2) acknowledge work already done; 3) segment new projects into smaller parts; 4) clarify Airport Road reconstruction; 5) add undergrounded utilities and sidewalk from Viewpoint Road in Mammoth; and 6) tag Tioga Pass Heritage Highway for Transportation Alternatives Program (TAP) (see Glacier National Park infrastructure of tourism, highway accessibility, safety, rockfall, etc.), LTC would program, Caltrans would do heavy load.

Sugimura noted stronger policies in new Mono Basin Community Plan will be approved in General Plan update. Add word "expanded," with slightly different focus. Take out "Main Street" wording? *Falls under existing policy, new projects.*

Staff's challenge is to show projects funded while being driven by funding source guidelines. Forest Becket noted projects already programmed (like Transportation Enhancement [TE]); money was spent; and feds have 10-year payback clause. Talk more about funding sources. Our LTC tends to have old TE programs, may need to make some choices. Federal Lands Access Program (FLAP) is another option. Higerd explained FLAP funding applies to County-owned, -maintained facilities.

6. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder cited 96% increase due to ski area routes. Reduction of evening trolley service lowered ridership. Aside from ski area routes, passenger trips/hour increased. Eight is good, and ESTA transported 25 passengers/hour. Benton/Bishop route was down; June shuttle ran holidays and weekends with productivity up; Mammoth Express route was lower, transitioned into 395 route and vanpool.

Commissioner Lehman noted missing trolley signage; Batchelder indicated sign was repaired. Lehman mentioned long lines to Postpile. "Trippers" (four/day) are extra standby buses to reduce lines. Staff is ready to get there in five minutes. Commissioner Hogan noted carrying capacity of valley is huge, but getting out is problem. Commissioner Bacon suggested express buses to Postpile. Limited services are available in valley, and too much traffic would restrict access for emergency.

Batchelder cited farebox as another indicator. Fares are free in Mammoth Lakes, but average hourly cost across system separates out routes for route-specific cost and farebox. All exceed 10% State requirement except one. Commissioner Johnston noted Mammoth Mountain Ski Area (MMSA) contributes \$1 million to system. Batchelder noted Reds shuttle is totally fare based. Johnston questioned freebie rides for national park passes, and Hogan mentioned long-ago dream of eliminating child fares. Bacon noted ESTA implements

contract with USFS, whereas YARTS operates under a Joint Powers Authority (JPA). Hogan commended ESTA for such professional service and management in only six years and knowing transition of clientele. She was very proud, as the area had nothing when Greyhound discontinued service.

Yosemite Area Regional Transportation System (YARTS): Scott Burns noted YARTS met in Mammoth, reporting 2012-13 ridership stats up >23%. Advisory committee met separately, with Danna Stroud as chair who meets with west side. Tuolumne had second year of increase: 49%. Mono was up 12%. Fresno still is considering, maybe summer 2015. Progress with Oakhurst: 80% support. Commissioner Stump thought if Fresno jointed, Madera would be right in middle.

7. CALTRANS

A. Activities in Mono County and pertinent statewide information: No items. Commissioner Stump cited a gap in Digital 395 between Crowley Lake dam and US 395 that would isolate all northern facilities from Bishop. Letter of support for Public Utilities Commission (PUC) resolution for additional funding? Sample letter from Mono. Forest Becket heard about funding issue. Stump identified it as a USFS issue, not Caltrans. Grindings on US Highway 6? Becket will ask about disposal of grindings for Hunter Avenue, a County road. Higerd clarified that Hunter is part County road, part private.

8. QUARTERLY REPORTS

A. Town of Mammoth Lakes: Peter Bernasconi reviewed projects and noted omission of transit yard upgrades.

B. Mono County: Garrett Higerd met with Federal Highway Administration (FHWA consultant last week, scoping kickoff for Convict Lake Road as a Federal Lands Access Program (FLAP) project, which requires 11.4% match. Topics discussed ranged from environmental to technical pavement condition and road widths for bike climbing lane. Original cost estimate of \$2.7 million was low, unsure of updated costs after scoping. Timber walls that allow more parking need evaluation. Mono Supervisors were concerned about timing of match; tapered match would meet needs best. Show commitment to funding in a year that could be different from year of construction. Expedite construction schedule, leverage additional funds. Scoping documents were submitted for final programming. Final decisions in early October. Compiling data of whole road system conditions and location. High priority for political and usage reasons.

Lots of work has been done in Lee Vining and Bridgeport. Asset management system will give flexibility to pulverizing and reconstructing everything. All GIS-based, one benefit of new system dealing with mailboxes, signs, culverts, etc. Commissioner Stump noted everything in Lee Vining and Bridgeport looks great, and Commissioner Fesko commended Higerd for resolving problems with local businesses. Higerd noted additional paving in Bridgeport in October. Commissioner Hogan thought back-in parking is working, but signage at entrances to town is needed. Jeff Walters indicated "back-in only" will be stenciled on curbs. Water leak along Bryant Street: Higerd is working with Public Utility District to schedule water-line replacement work. Bridgeport system is in rough shape, aging, hurting in many ways. Commissioner Fesko wanted no specified lanes on School Street – let people park how they want.

Mary Booher observed almost all back-in parking July 4, but yesterday Commissioner Johnston observed more than half parked wrong way across street. Process for evaluation of this project? RPAC is in favor, but if it's a failure... Forest Becket indicated Caltrans is aware of continuing issues with parking, noting complaints from visitors. Evaluation will be held this fall. Terry Erlwain was lead impetus, and Becket was unsure where momentum is. Fesko favored better education – one season without proper signage is not enough.

C. Caltrans: No report, as Forest Becket had just returned from vacation.

9. INFORMATIONAL

A. Changeable Message Sign (CMS) on SR 203 (*requested by Chair Johnston*): Chair Johnston expressed disappointment that a unanimous LTC request was disregarded. He opposed aesthetics and location. Commissioners Bacon and Lehman were the dissenting votes on Town Council's 3-2 approval. Johnston asked, "How could that override LTC?" Bacon recalled that Caltrans said final authority would be Town Council.

How do people get back into town if road closes? Forest Becket stated primary intent is 395 conditions. Better location? Closer to 395. Commissioner Stump understood intent, but practically speaking, thought a way to get people back into town was needed. Becket cited rare closures. It's up to CHP and teams on ground to

orchestrate. No delineation exists when there's that much snow. Johnston noted unanimous recommendation from LTC was ignored and 3-2 split in separate agency that doesn't have authority of LTC. Becket indicated not so much jurisdictional, as Caltrans thought community wanted a CMS. Johnston noted that five of six commissioners represent the Town.

B. Electric car-charging comment letter: Commissioner Lehman would like to see Mono County on leading edge of this particular change. Commissioner Bacon suggested Tesla locations for Bridgeport and Mammoth Lakes, and Lehman mentioned visitor center site. Bacon clarified that electric cars are \$80,000, not \$150,000. Commissioner Hogan thought WiFi hotspots along road would be forward-looking, too. Forest Becket indicated private industry is way ahead of government. Get Caltrans charging stations. Tesla has stations on west side of Sierra. Need one in Mono, one in Inyo. Bacon noted charging takes only 30-45 minutes. Lehman mentioned that Tesla stock went from \$30/share to \$150. Commissioner Johnston thought charging stations should be located in public places or existing gas stations. Bacon suggested looking for private property. Add this item to a future agenda.

10. **UPCOMING AGENDA ITEMS:** 1) RTIP; 2) LTC priority list; 3) strategic plan; 4) field trip to Montana; 5) Convict Lake road update; 6) Caltrans quarterly; 7) entry signage into state on US 6 (welcome to CA sign not there), Mono County entry sign; 8) missing Benton Crossing road bike route signs (pushed over, broken off by opponents), explore multi-modal signs (car, bike, pedestrian), replace some signage. Signs failed wind test, too.
11. **ADJOURN** at 11:17 a.m. to September 9, 2013.

Prepared by C.D. Ritter, commission secretary



Date: September 9, 2013

STAFF REPORT

Subject: Requesting approval by Resolution R13-09 of the Public Transportation, Modernization, Improvement, and Service Enhancement (PTMISEA) 2013 Expenditure Plan

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATIONS:

Approve by Resolution R13-09 the Public Transportation, Modernization, Improvement, and Service Enhancement (PTMISEA) 2013 Expenditure Plan, and authorize Eastern Sierra Transit, Executive Director to complete and execute all documents for PTMISEA expenditure plan submittal.

FISCAL IMPLICATIONS:

The PTMISEA program provides 100% funding for eligible transit projects and does not require matching funds.

DISCUSSION:

Funds are allocated periodically by the State Controller's Office based on bond sales. There were no appropriations designated for PTMISEA in this year's State Budget. In anticipation of the Department of Finance requesting a projected need for FY 14/15 and beyond, Caltrans has begun compiling projected future needs from the remaining \$800 million still to be appropriated for PTMISEA. Therefore, Caltrans is requesting updated Expenditure Plan.

It should be noted that the State Controller allocates funds under Section 99314 based upon the State Controller's Report submitted for the transit operator (ESTA) to only one entity. In the case of Inyo and Mono counties, this allocation is made to the Mono LTC. 58% of ESTA's vehicle service hours were operated in Inyo County at the inception of the PTMISEA program, while the balance, 42%, was operated in Mono County. Accordingly, the 99314 funds are being allocated 58% to Inyo County and 42% to Mono County. No projects have been added to or deleted from the attached Mono County Expenditure Plan listing of the projects. The only change reflected on the Expenditure Plan is the year in which the funding is to be requested.

RESOLUTION R13-09

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION APPROVING THE PUBLIC TRANSPORTATION, MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT (PTMISEA) 2013 EXPENDITURE PLAN, AND AUTHORIZE EASTERN SIERRA TRANSIT EXECUTIVE DIRECTOR TO COMPLETE AND EXECUTE ALL DOCUMENTS FOR PTMISEA EXPENDITURE PLAN SUBMITTAL

WHEREAS, The Mono County Local Transportation Commission (MCLTC) is an eligible entity to receive funds from the State through the PTMISEA for qualifying transit enhancement capital projects to advance the State's policy goals for providing mobility choices for all residents, reducing congestion and protecting the environment; and

WHEREAS, the Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and has submitted a Expenditure Plan to the MCLTC for the use of PTMISEA funds;

NOW, THEREFORE, BE IT RESOLVED, that the MCLTC hereby approves the 2013 Public Transportation, Modernization, Improvement, and Service Enhancement Expenditure Plan for fiscal years 2014-15, 2015-16 and 2016-17 and authorize Eastern Sierra Transit Executive Director to complete and execute all documents for PTMISEA Expenditure Plan.

PASSED AND ADOPTED this 9th day of September 2013, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Larry Johnston
Chair, Mono County Local Transportation Commission

C.D. Ritter
LTC Secretary

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Staff Report

September 9, 2013

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, CDD Analyst
Gerry Le Francois, Principal Planner
Scott Burns, CDD Director

SUBJECT: Workshop #3 on Commissioner LTC Priorities

RECOMMENDATION: Discuss prioritized projects and policies, and provide direction to staff on the incorporation into the Regional Transportation Plan and Regional Transportation Improvement Program.

FISCAL IMPLICATIONS:

Funding sources are identified for the highest priority projects. Funding details will be provided during the programming process.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY:

Identification of priorities and issues of interest feeds directly into policy and project development, providing the basis for the update of the Regional Transportation Plan, future Overall Work Plans, and future transportation projects.

BACKGROUND:

The LTC commissioners have been identifying their top priorities since the February 2013 meeting, and initial input from all the commissioners was deemed received by the June 2013 meeting. Commissioner priorities are a mix of policy development, transportation projects, and annual work program elements, with varying degrees of consensus, funding/resource availability, and urgency.

Due to the Regional Transportation Improvement Plan (RTIP) deadline of December 15, the prioritization discussion will first focus on RTIP projects. Priority projects qualifying under the old Transportation Enhancement (TE) program for consideration under the new Transportation Alternatives Program (TAP) will be discussed at a future meeting when guidelines on this funding source are available.

DISCUSSION:

Commissioners have discussed the *2013 Project List* (Attachment #1) and selected individual priorities. The revised *Project List* tabulates individual selections and identifies projects with consensus (3+ Commissioners), which were identified as the Commission's "highest priorities."

Attachment #2, *LTC Commission Priorities 2013*, contains three tables identifying funding and next steps for these priority projects. Table 1 contains projects eligible for programming in the upcoming STIP/RTIP cycle. The Mono County Board of Supervisors and Mammoth Lakes Town Council will both be providing direction at their Sept. 3rd and 4th meetings on these, and other, potential projects. Table 2 contains policy issues and/or describes potential next steps for non-STIP/RTIP qualifying projects. Table 3 contains the highest priority projects that may be eligible for Transportation Alternatives (TAP) funding, pending final guidelines. The Mono County Board of Supervisors and Mammoth Lakes Town Council will be providing direction on these projects as well. Any updates will be provided verbally at the LTC meeting.

As noted above, the discussion today should focus on Table 1, with input on Table 2. A full discussion of Table 3 will be held at a later date. The Commission should be prepared to give direction on which projects from Table 1 should be included in the RTIP, and which could perhaps be delayed until the next cycle if current funds are insufficient.

Lastly, the items from the *2013 Project List* (Attachment #1) without consensus will be discussed. Commissioners will be asked to share any projects with which they disagree. Projects with no opposition can be added as general policies and/or the unconstrained project list for future consideration should funds become available. The Commission should discuss and provide direction to staff for projects with disagreement.

Please contact Wendy Sugimura (760.924.1814 or wsugimura@mono.ca.gov) with any questions.

ATTACHMENTS:

1. LTC Commissioners' 2013 Project List for Prioritization and abbreviation list
2. LTC Commission Priorities 2013
3. Mono County Board of Supervisors staff report

Attachment 2: LTC Commission Priorities 2013

TABLE 1: PRIORITY PROJECTS FOR STIP/RTIP PROGRAMMING

#	Project	Policy Status		Project Status		Priorities						Suggested Actions/Other Info	
		Existing	New	Existing	New	JB	TF	SH	LKJ	ML	FS		Other
EXISTING POLICIES & PROJECTS													
20	Airport Road improvements: SCOPE TBD, could include interim pavement repair, pavement reconstruction, realign to be main road with Fish Hatchery side road (LKJ13); airport road improvements (SH2)	X			X	X		X	X	X	X		<ul style="list-style-type: none"> PSR to define scope, design and cost (does it include bike lanes) Program in 2014 RTIP
9	Review County pavement management system results and initiate PSRs for highest priority roads <ul style="list-style-type: none"> Convict Lake Road rehab 11.47% match Community-based projects Maintaining roads >6 PCI Benton Crossing Road rehab In-fill projects Previous project shelved: Owens River Road Rehab 	X		X				X	X		X	staff	<ul style="list-style-type: none"> Complete in fall 2013: Bridgeport & Lee Vining streets rehab, Aspen Road paving, In progress/funded: Chalfant and June Lake streets rehab (13-14), Rock Creek Road rehab (14-15) BOS providing direction on 9/3/13 – see attached reports
7	Complete N. Conway passing lane project (LKJ5); 4-lane N. Conway Summit on US 395 (TF6)	X		X			X	X	X				<ul style="list-style-type: none"> Review/refresh existing PID and propose as an MOU project
46	a. Re-initiate US 395 N. Sherwin Grade improvement project (LKJ 15) b. Include realignment of Lower Rock Creek Rd intersection	X		prior		X			X		X		<ul style="list-style-type: none"> Value Analysis exists, need PSR and PID Phase “b.” appears to be higher priority to LTC Options: 1) wait for Caltrans via phased SHOPP, 2) LTC funds via RTIP or MOU project – would take all RTIP funds
new	Ongoing MOU project commitments	X		X									<ul style="list-style-type: none"> Existing MOUs are being updated
new	Bridge replacement and repair: county-wide bridge plan and funding approved for prelim engineering of Topaz lane bridge replacement	X		X									<ul style="list-style-type: none"> BOS providing direction on 9/3/13 – see attached reports
new	Southerly Airport Access Road construction – new terminal will trigger	X		X									<ul style="list-style-type: none"> Design and right-of-way acquisition funded
new	Meridian Blvd roundabout and signal relocation project cost increase	X		X									<ul style="list-style-type: none"> Final design will be completed this winter and construction funds are programmed for 2015-16
new	Mammoth Creek Gap Closure	X		X									<ul style="list-style-type: none"> Former TE-funded project in need of final design and construction funds. Town will be requesting Measure R funds.
new	Main Street Signal project	X		X									<ul style="list-style-type: none"> STIP funds have been expended on this project
new	North Main Street Frontage Road	X		X									<ul style="list-style-type: none"> STIP funds have been expended on this project

Attachment 2: LTC Commission Priorities 2013

TABLE 2: PRIORITY PROJECTS FOR FUNDING/ACTIONS OTHER THAN THE STIP/RTIP

#	Project	Policy Status		Project Status		Priorities						Suggested Actions/Other Info	
		Existing	New	Existing	New	JB	TF	SH	LKJ	ML	FS		Other
5	Add 2'-8' shoulders on two-lane sections of US 395 for multi-modal transportation (LKJ1), north Mono US 395 shoulder widening/ improvement (SH4), widen shoulders on US 395 from Bridgeport to SR 108 (TF7)	X		X			X	X	X		X	RPAC	<ul style="list-style-type: none"> Retain countywide policy Add RTP policy to specific areas of concern Add policy to implement through rehab projects Identify high priority sections and request minor program projects from Caltrans
6	SR 203/Main St: Clear snow off sidewalks/bikepaths (LKJ11); MOU with Caltrans for snow management on Minaret & SR 203/Main St (JB2); Caltrans snow management and clear sidewalks/bikepaths (SH3)	X		X		X		X	X	X			<ul style="list-style-type: none"> MOU feasibility study exists, numerous conversations have been held Retain Town and RTP policies
21	Create deer/snow/airport safety improvements: deer/snow fence on south side US 395 from SR 203 to south of Benton Crossing Rd and on some northern sides and around airport, and wildlife undercrossings (LKJ14); airport deer fences (SH1)	X			X	X		X	X		X		<ul style="list-style-type: none"> Strengthen existing policy PSR to define scope, design and cost Seek funding: future RTIP, FAA funds, future TAP
8	Program construction & maintenance of trails & connections at Rock Creek Canyon & Ranch (FS1)	X		X		X		X			X		<ul style="list-style-type: none"> Trail construction & maintenance = HOA Guard rail in progress = County Restrooms = County
23	Mammoth Airport safety improvements: buildings for safety equipment	X			X	X				X	X		<ul style="list-style-type: none"> Strengthen existing policy Seek funding: FAA funds, State Aeronautics

TABLE 3: PRIORITY PROJECTS FOR TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

#	Project	Policy Status		Project Status		Priorities						Suggested Actions/Other Info	
		Existing	New	Existing	New	JB	TF	SH	LKJ	ML	FS		Other
22	Town signage and wayfinding fabrication and installation	X		X		X		X		X		staff	
10	Add sidewalk on SR 203 from Whiskey Creek to Village (ML1)	X		X		X		X		X			<ul style="list-style-type: none"> Partial funding from current development project(s)
8	Uphill bicycle climbing lane on Lower Rock Creek Road (separated from Rock Creek trails item)					X		X			X		<ul style="list-style-type: none"> PSR for design and cost Program in RTIP or find other funding source BOS to provide direction on 9/3/13
11	Connect sidewalk gap from Sierra Boulevard to Minaret	X		X									<ul style="list-style-type: none"> Town Council to provide direction HSIP submitted Partial funding from current development project(s)
new	Other County projects: <ul style="list-style-type: none"> Mountain Gate Phase III Bridgeport way-finding tied to School St Plaza 	X		X								RPAC RPAC	<ul style="list-style-type: none"> BOS to provide direction on 9/3/13

Acronyms:

- BOS: (County) Board of Supervisors
- FAA: Federal Aviation Administration
- FS: Commissioner Fred Stump
- HOA: Homeowners Association
- HSIP: Highway Safety Improvement Program
- JB: Commissioner Jo Bacon
- LKJ: Commissioner Larry Johnston
- ML: Commissioner Matthew Lehmann
- MOU: Memorandum of Understanding
- PCI: Pavement Condition Index
- PID: Project Initiation Document
- PSR: Project Study Report
- RTIP: Regional Transportation Improvement Program
- SH: Commissioner Sandy Hogan
- SHOPP: State Highway Operations Protection Program
- STIP: State Transportation Improvement Program
- TAP: Transportation Alternatives Program
- TBD: To Be Determined
- TF: Commissioner Tim Fesko

Attachment 1: LTC Commissioners' 2013 Project List for Prioritization

#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP ¹	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
IN PROGRESS OR COMPLETED – no further action required by LTC												
1	Paved bicycle climbing lane on Rock Creek Rd from Crowley Lake Dr to Rock Creek Pack Station	<ul style="list-style-type: none"> Policy: existing Project: in progress – part of Rock Creek Road design 			FHP		X	X			X	
2	Planning of trails & connections at Rock Creek Canyon & Ranch, including uphill climbing lane on Lower Rock Creek Road (FS1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP – planning 	X		LTF trails grants partnerships	X		X			X	
3	Install bus stops in Chalfant (FS2)	COMPLETE!									X	
4	Complete County downtown parking ordinance revision (LKJ16)	<ul style="list-style-type: none"> Policy: existing Staff work item almost complete: Planning Commission hearing in Sept./Oct., then BOS 			LTF		X		X			
EXISTING POLICIES & PROJECTS												
5	Add 2'-8' shoulders on two-lane sections of US 395 for multi-modal transportation (LKJ1), north Mono US 395 shoulder widening/ improvement (SH4), widen shoulders on US 395 from Bridgeport to SR 108 (TF7)	<ul style="list-style-type: none"> Policy: existing Project: various sections are existing proposals, some may be new proposals Caltrans request <p>Wetlands may constrain projects; passing lanes around Bridgeport proved infeasible</p>		X	SHOPP, minor projects		X	X	X		X	
6	SR 203/Main St: Clear snow off sidewalks/bikepaths (LKJ11); MOU with Caltrans for snow management on Minaret & SR 203/Main St (JB2); Caltrans snow management and clear sidewalks/bikepaths (SH3)	<ul style="list-style-type: none"> Policy: existing Project: existing, e.g. relinquishment study Staff work program 			LTF Town County	X		X	X	X		
7	Complete N. Conway passing lane project (LKJ5); 4-lane N. Conway Summit on US 395 (TF6)	<ul style="list-style-type: none"> Project: existing (Appdx C & D) Caltrans partnership: a possible MOU project (ITIP eligible) 		X	ITIP (MOU)		X	X	X			
8	Program construction & maintenance of trails & connections at Rock Creek Canyon & Ranch, including uphill climbing lane on Lower Rock Creek Road (FS1)	<ul style="list-style-type: none"> Construction & maintenance 	X		LTF trails grants partnerships	X		X			X	
9	Review County pavement management system results and initiate PSRs for highest priority roads	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP <p>Pavement management system results expected in July 2013</p>			County			X	X		X	PW

¹TE/TAP represents funding under the new MAP-21 and Transportation Alternatives Program (TAP), which replaces the old Transportation Enhancement (TE) program. Since TAP guidelines have not yet been released, this is considered a potential funding source for all projects that would have qualified under the old TE program. Other sources, such as the Environmental Enhancement and Mitigation Program (EEMP) are also included.

Attachment 1: LTC Commissioners' 2013 Project List for Prioritization

#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
10	Add sidewalk on SR 203 from Whiskey Creek to Village (ML1)	<ul style="list-style-type: none"> Policy: existing Project: existing 	X		Town	X		X		X		
11	Connect sidewalk gap from Sierra Boulevard to Minaret	<ul style="list-style-type: none"> Existing policy and project, Town Council direction pending 	X									
new	Bridge replacement & repair: Topaz lane bridge replacement	<ul style="list-style-type: none"> Existing policy and project, BOS direction pending 		X								
12	Conway Summit cut: complete evaluation of slope stabilization trials and complete (LKJ6)	<ul style="list-style-type: none"> Project: existing (Appdx C), very expensive and may exceed single year funding Project: existing Caltrans SHOPP proposal (Appdx D) Caltrans request/partner 	X		County SHOPP			X	X			
13	US 6 flood control issues (bridges, culverts) (FS5)	<ul style="list-style-type: none"> Project: existing – US 6 drainage upgrade on SHOPP candidate list (Appdx D) Caltrans request 			SHOPP Minor projects			X			X	
14	Add Bridgeport Twin Lakes Road shoulder and bike lanes (TF4)	<ul style="list-style-type: none"> Project: existing (Appdx C) Caltrans request 		X	SHOPP Minor Projects		X					RPAC
15	Add SR 182 shoulder and bike lanes (TF5)	<ul style="list-style-type: none"> Project: existing (Appdx C) Caltrans request 		X	SHOPP Minor Projects		X					RPAC
16	Develop trails system in Bridgeport – winter & summer	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Construction & maintenance TBD 			LTF trails grants partnerships		X					RPAC
17	Designate SR 158 as State Scenic Highway (LKJ9)	<ul style="list-style-type: none"> Policy: existing. <p>Current Scenic Byway project could encompass; raises private property issues along corridor</p>			Current Scenic Byway				X			
18	Create a Transportation Asset Management Plan matrix for the Town (JB1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Needs additional funding to complete 			LTF partially covers, Measure R appl rejected	X						
19	Construct scenic pull-outs on US 395 in Bridgeport Valley (TF1)	<ul style="list-style-type: none"> Project: existing (Appdx D – SHOPP), wetlands impacts likely to be significant barrier Caltrans request 			Future Scenic Byway, County, Caltrans SHOPP		X					

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EXISTING POLICIES & NEW PROJECTS												
#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
20	Airport Road improvements: SCOPE TBD, could include interim pavement repair, pavement reconstruction, realign to be main road with Fish Hatchery side road (LKJ13); airport road improvements (SH2)	<ul style="list-style-type: none"> Policy: existing Project: new 		X	County	X		X	X	X	X	
21	Create deer/snow/airport safety improvements: deer/snow fence on south side US 395 from SR 203 to south of Benton Crossing Rd and on some northern sides and around airport, and wildlife undercrossings (LKJ14); airport deer fences (SH1)	<ul style="list-style-type: none"> Policy: existing Project: new Caltrans partnership request 	X		County Town	X airport only		X	X		X	
22	Town signage and wayfinding fabrication and installation	<ul style="list-style-type: none"> Policy: existing Project: new 	X		Town Measure U	X		X		X		X
23	Mammoth Airport safety improvements: buildings for safety equipment	<ul style="list-style-type: none"> Policy: existing support for airport Project: new 			FAA State Aeronautics	X				X	X	
24	County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting (LKJ4)	<ul style="list-style-type: none"> Policy: existing Project: new 	X		County				X			
25	Hwy 203 Main Street Revitalization	<ul style="list-style-type: none"> Policy: existing Project: new 	X		LTF, Town Future Scenic Byway	X						
NEW POLICIES & PROJECTS												
26	Catch-up with backlog of road striping on County roads to improve safety	<ul style="list-style-type: none"> Project: new 			County		X				X	PW
27	Tioga Pass Heritage Highway: safety & scenic/interp enhancements (LKJ7)	<ul style="list-style-type: none"> Policy: new Project: new Project: existing – turnouts on Caltrans STIP list (Appdx D) 	X	X turnouts	Caltrans SHOPP, future Scenic Byway, FHP			X	X			

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28	Add Mammoth as destination to mileage signs in Nevada and/or I-15 (ML2)	<ul style="list-style-type: none"> Project: new Caltrans & NV DOT request Eastern CA Transp. Partnership Planning discussion 						X		X		
29	Add northbound left turn lane at US 395 and Mill Canyon (north of Walker)(TF8)	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor Projects		X				X	
#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
30	Repainting and maintenance of Mono County entry signs on US 395 (LKJ17)	<ul style="list-style-type: none"> Policy: new Project: new 	X		County		X		X			
31	Add Mammoth/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Rd signs (SH 5)	<ul style="list-style-type: none"> Project: new Caltrans request 						X		X		
32	Add Bridgeport welcome/gateway signs (TF2)	<ul style="list-style-type: none"> Policy: new Project: new 	X		Future Scenic Byway, County, pvt		X					RPAC
33	Add bike lanes and/or wider shoulders on major routes in Chalfant	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor projects County						X	RPAC
34	Expanded Lee Vining/June Lake Main Street Revitalization & walkability	<ul style="list-style-type: none"> Policy: existing Project: new Staff work program 	X		Future Scenic Byway, Transp. Planning Grant			X				RPAC
35	Add bike path connecting Chalfant Loop Rd to Chalfant proper (1 mi) creating a safe bike route between White Mtn. Estates and Chalfant	<ul style="list-style-type: none"> Project: new 	X		County						X	RPAC
36	Bridgeport Main Street projects – long list including streetscape and pedestrian/bicycling improvements	<ul style="list-style-type: none"> Project: new Staff work program 	X		LTF County, Future Scenic Byway		X					RPAC
37	Repair eroding slopes at Auchoberry Pit (LKJ2)	<ul style="list-style-type: none"> Project: new 	X		County				X			
38	Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists (LKJ8)	<ul style="list-style-type: none"> Policy: new Project: new 			SHOPP, minor projects				X			
39	Screen old sheriff's substation with berm from US 395 (LKJ12)	<ul style="list-style-type: none"> Policy: new Project: new 	X		County				X			

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40	Utilize self-weathering steel guardrails in the County (LKJ18)	<ul style="list-style-type: none"> Policy: new Project: new, Caltrans request 			Incorporate into future projects				X			
41	Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep (LKJ20)	<ul style="list-style-type: none"> Policy: new Project: new Caltrans request 			County SHOPP Minor Projects				X			
42	Add signage along US 395 to identify special geographic features (LKJ21)	<ul style="list-style-type: none"> Policy: new Project: new 	X		Future Scenic Byway, County				X			
#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
43	Add right turn land at McGee on southbound US 395 (FS4)	<ul style="list-style-type: none"> Project: new Caltrans request 			SHOPP Minor projects							X
44	Pave the last 2 miles of Bodie Road to the State Park (TF3)	<ul style="list-style-type: none"> Project: new – State Parks ranger reassigned – previous discussion was for County to secure 50% match 		X			X					
45	Rehabilitation and stabilization of cut slope above ball field on Crowley Lake Drive	<ul style="list-style-type: none"> Policy: new Project: new 			HSIP – need doc County							X
PRIOR POLICIES & PROJECTS												
46	a. Re-initiate US 395 N. Sherwin Grade improvement project (LKJ 15) b. Include realignment of Lower Rock Creek Rd intersection	<ul style="list-style-type: none"> Prior project: SHOPP project was too expensive Caltrans partnership: possible MOU project (ITIP eligible) <p>Prior Caltrans analysis: insufficient accident data when L. Rock Creek & Tom's Place intersections not combined</p>		X	ITIP	X	b. phased first?			X		X
47	Rehabilitation and stabilization of slopes on Lower Rock Creek Rd	<ul style="list-style-type: none"> Policy: new Project: new 			HSIP – need doc County							X
48	Keep Crestview rest area open year round (LKJ10)	<ul style="list-style-type: none"> Prior request of Caltrans Caltrans request: no funds available 			Caltrans				X			
49	Re-initiate & complete deer fence/grade separate at Sonora Junction (LKJ3)	<ul style="list-style-type: none"> Prior project: funded by Caltrans via TE, dropped due to sensitive environmental issues (wetlands) 	X		County				X			
50	Work with Inyo LTC to designate all of US 395 as State Scenic Highway (LKJ19)	<ul style="list-style-type: none"> Prior staff work item –Inyo LTC was not interested 			LTF				X			
MONITOR												
51	BLM ore-processing pit in Inyo near Laws, >200 trucks/day on US 6. Left turn lane both N & S (FS3)	Resolved for now – monitor situation										X

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#	Project	Category(ies) & Background	Funding Source			Priorities						
			TE/TAP ¹	STIP/RTIP	Local/Other	Bacon	Fesko	Hogan	Johnston	Lehmann	Stump	Staff
IN PROGRESS OR COMPLETED – no further action required by LTC												
1	Paved bicycle climbing lane on Rock Creek Rd from Crowley Lake Dr to Rock Creek Pack Station	<ul style="list-style-type: none"> Policy: existing Project: in progress – part of Rock Creek Road design 			FHP		X	X			X	
2	Planning of trails & connections at Rock Creek Canyon & Ranch, including uphill climbing lane on Lower Rock Creek Road (FS1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP – planning 	X		LTF trails grants partnerships	X		X			X	
3	Install bus stops in Chalfant (FS2)	COMPLETE!									X	
4	Complete County downtown parking ordinance revision (LKJ16)	<ul style="list-style-type: none"> Policy: existing Staff work item almost complete: Planning Commission hearing in Sept./Oct., then BOS 			LTF		X		X			
EXISTING POLICIES & PROJECTS												
5	Add 2'-8' shoulders on two-lane sections of US 395 for multi-modal transportation (LKJ1), north Mono US 395 shoulder widening/ improvement (SH4), widen shoulders on US 395 from Bridgeport to SR 108 (TF7)	<ul style="list-style-type: none"> Policy: existing Project: various sections are existing proposals, some may be new proposals Caltrans request <p>Wetlands may constrain projects; passing lanes around Bridgeport proved infeasible</p>		X	SHOPP, minor projects		X	X	X		X	
6	SR 203/Main St: Clear snow off sidewalks/bikepaths (LKJ11); MOU with Caltrans for snow management on Minaret & SR 203/Main St (JB2); Caltrans snow management and clear sidewalks/bikepaths (SH3)	<ul style="list-style-type: none"> Policy: existing Project: existing, e.g. relinquishment study Staff work program 			LTF Town County	X		X	X	X		
7	Complete N. Conway passing lane project (LKJ5); 4-lane N. Conway Summit on US 395 (TF6)	<ul style="list-style-type: none"> Project: existing (Appdx C & D) Caltrans partnership: a possible MOU project (ITIP eligible) 		X	ITIP (MOU)		X	X	X			
8	Program construction & maintenance of trails & connections at Rock Creek Canyon & Ranch, including uphill climbing lane on Lower Rock Creek Road (FS1)	<ul style="list-style-type: none"> Construction & maintenance 	X		LTF trails grants partnerships	X		X			X	
9	Review County pavement management system results and initiate PSRs for highest priority roads	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP <p>Pavement management system results expected in July 2013</p>			County			X	X		X	PW

¹TE/TAP represents funding under the new MAP-21 and Transportation Alternatives Program (TAP), which replaces the old Transportation Enhancement (TE) program. Since TAP guidelines have not yet been released, this is considered a potential funding source for all projects that would have qualified under the old TE program. Other sources, such as the Environmental Enhancement and Mitigation Program (EEMP) are also included.

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11	Connect sidewalk gap from Sierra Boulevard to Minaret	<ul style="list-style-type: none"> Existing policy and project, Town Council direction pending 	X									
new	Bridge replacement & repair: Topaz lane bridge replacement	<ul style="list-style-type: none"> Existing policy and project, BOS direction pending 		X								
12	Conway Summit cut: complete evaluation of slope stabilization trials and complete (LKJ6)	<ul style="list-style-type: none"> Project: existing (Appdx C), very expensive and may exceed single year funding Project: existing Caltrans SHOPP proposal (Appdx D) Caltrans request/partner 	X		County SHOPP			X	X			
13	US 6 flood control issues (bridges, culverts) (FS5)	<ul style="list-style-type: none"> Project: existing – US 6 drainage upgrade on SHOPP candidate list (Appdx D) Caltrans request 			SHOPP Minor projects			X			X	
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18	Create a Transportation Asset Management Plan matrix for the Town (JB1)	<ul style="list-style-type: none"> Staff work program: existing, 13-14 OWP Needs additional funding to complete 			LTF partially covers, Measure R appl rejected	X						
19	Construct scenic pull-outs on US 395 in Bridgeport Valley (TF1)	<ul style="list-style-type: none"> Project: existing (Appdx D – SHOPP), wetlands impacts likely to be significant barrier Caltrans request 			Future Scenic Byway, County, Caltrans SHOPP		X					

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22	Town signage and wayfinding fabrication and installation	<ul style="list-style-type: none"> Policy: existing Project: new 	X		Town Measure U	X		X		X		X
23	Mammoth Airport safety improvements: buildings for safety equipment	<ul style="list-style-type: none"> Policy: existing support for airport Project: new 			FAA State Aeronautics	X				X	X	
24	County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting (LKJ4)	<ul style="list-style-type: none"> Policy: existing Project: new 	X		County				X			
25	Hwy 203 Main Street Revitalization	<ul style="list-style-type: none"> Policy: existing Project: new 	X		LTF, Town Future Scenic Byway	X						
NEW POLICIES & PROJECTS												
26	Catch-up with backlog of road striping on County roads to improve safety	<ul style="list-style-type: none"> Project: new 			County		X				X	PW
27	Tioga Pass Heritage Highway: safety & scenic/interp enhancements (LKJ7)	<ul style="list-style-type: none"> Policy: new Project: new Project: existing – turnouts on Caltrans STIP list (Appdx D) 	X	X turnouts	Caltrans SHOPP, future Scenic Byway, FHP			X	X			

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31	Add Mammoth/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Rd signs (SH 5)	<ul style="list-style-type: none"> Project: new Caltrans request 						X		X		
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38	Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists (LKJ8)	<ul style="list-style-type: none"> Policy: new Project: new 			SHOPP, minor projects				X			
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42	Add signage along US 395 to identify special geographic features (LKJ21)	<ul style="list-style-type: none"> Policy: new Project: new 	X		Future Scenic Byway, County				X			
#	Project	Category(ies) & Background	Funding Source			Priorities						
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45	Rehabilitation and stabilization of cut slope above ball field on Crowley Lake Drive	<ul style="list-style-type: none"> Policy: new Project: new 			HSIP – need doc County							X
PRIOR POLICIES & PROJECTS												
46	a. Re-initiate US 395 N. Sherwin Grade improvement project (LKJ 15) b. Include realignment of Lower Rock Creek Rd intersection	<ul style="list-style-type: none"> Prior project: SHOPP project was too expensive Caltrans partnership: possible MOU project (ITIP eligible) <p>Prior Caltrans analysis: insufficient accident data when L. Rock Creek & Tom’s Place intersections not combined</p>		X	ITIP	X	b. phased first?			X		X
47	Rehabilitation and stabilization of slopes on Lower Rock Creek Rd	<ul style="list-style-type: none"> Policy: new Project: new 			HSIP – need doc County							X
48	Keep Crestview rest area open year round (LKJ10)	<ul style="list-style-type: none"> Prior request of Caltrans Caltrans request: no funds available 			Caltrans				X			
49	Re-initiate & complete deer fence/grade separate at Sonora Junction (LKJ3)	<ul style="list-style-type: none"> Prior project: funded by Caltrans via TE, dropped due to sensitive environmental issues (wetlands) 	X		County				X			
50	Work with Inyo LTC to designate all of US 395 as State Scenic Highway (LKJ19)	<ul style="list-style-type: none"> Prior staff work item –Inyo LTC was not interested 			LTF				X			
MONITOR												
51	BLM ore-processing pit in Inyo near Laws, >200 trucks/day on US 6. Left turn lane both N & S (FS3)	Resolved for now – monitor situation										X



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: September 3, 2013
To: Board of Supervisors
From: Garrett Higerd, Senior Engineer
Re: Convict Lake Road Rehabilitation Project – Update on Scoping Process for Federal Lands Access Program (FLAP) Grant Funding

Recommended Action:

Receive staff report and provide direction to staff.

Fiscal Impact:

11.47% of costs for scoping documents, not to exceed \$10,000. If selected by California's Programming Decisions Committee, the project cost would be paid for with Federal Lands Access Program (FLAP) funds, with an 11.47% local match requirement. The scope of the project is being evaluated and a preliminary cost estimate is being prepared. Regional Transportation Improvement Program (RTIP) funds can be programmed toward the match by the Mono LTC. In addition, County would provide in-kind staff time and other necessary resources for CEQA compliance (which could include hiring outside consultants), 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 were accepted until April 30, 2013 to develop a robust 5-7 year program of transportation projects (estimated program availability from \$71 to \$130 million).

In April the Board of Supervisors approved submittal of a FLAP grant application for Convict Lake Road. The proposed project would rehabilitate approximately 2.7 miles of road and add an up-hill bicycle climbing lane. This proposed project was presented to the Mono LTC for information on April 8th and was received positively. 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.).

On July 17, 2013 we were notified that California's Programming Decisions Committee (PDC) accepted our application into the short list and the scoping process is underway.

Public Works staff met with the FHWA, their consultants, and the Inyo National Forest for a scoping meeting on August 7th. The FHWA generally agreed with the project description included in our application, but we do not yet know if several railroad-tie retaining walls will need to be replaced. If they do, the original cost estimate (\$2,736,000) could be \$500,000 to \$1,000,000 low. If scoping documents are available by September 3rd, more information will be provided.

The PDC is expected to make their final project selections at an October 3rd meeting. If selected, the Board will need to prepare a plan to address the 11.47% match. One very promising funding source is the 2014 RTIP. The Mono LTC could select the Convict Lake Road FLAP match as a project. Because these funds would be available in a specified program year, a tapered match would have to be approved by the FHWA and documented in a project agreement.

Because this project is relatively small, it is possible that it could be funded quickly. If it is selected, the FHWA would like to move into design to have it ready for construction if other projects come in under budget.

Respectfully submitted,



Garrett Higerd, P.E.
Senior Engineer



MONO COUNTY DEPARTMENT OF PUBLIC WORKS

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Date: September 3, 2013
To: Board of Supervisors
From: Jeff Walters, Acting Public Works Director & Garrett Higerd, Senior Engineer
Re: Update on 2013 Mono County Asset Management System Creation and Implementation

Recommended Action:

Receive staff report and provide direction to staff.

Fiscal Impact:

None. The Asset Management System was funded by the Mono LTC.

Background:

Mono County has had a Pavement Management System (PMS) since 2000. However, our pavement data was stored in a proprietary software system that was difficult to access and expensive to update. The pavement data it contained was incredibly detailed, but because of the costs to collect it, we could not afford to keep it current. This resulted in a system that could not give us a snap-shot of the condition of all County roads and its usefulness for developing road rehabilitation strategies was limited. Without an up-to-date PMS that is adopted by the LTC, most types of asphalt maintenance (anything other than simply pulverizing and reconstructing the road) were not eligible for funding. This one-sized approach made it difficult to spread our resources as far as possible.

This year Public Works changed course and hired Lumos and Associates to work with IT to build a new, GIS-based Asset Management System (AMS) and collect updated pavement data. See Exhibit 1 attached for a project summary. The new system stores data via GIS, which gives us much greater access and simplicity in analyzing the data, developing projects, and creating maps and plans. Also, it allows us to use the same platform for information about other infrastructure we own and maintain, besides just pavement. For example, Lumos has also collected data on road striping. Data can be added for signs, culverts, guard rails, mail boxes, etc.

Pavement Condition Index (PCI) is a primary indicator of road conditions and is based on a streamlined system called Pavement Surface Evaluation and Rating (PASER). The PASER PCI is on a scale from 1 to 10 (10 is excellent, 6 is good, 4 is fair, and 2 is poor). The 2013 County-wide PCI is 5.89. See the countywide map of roads symbolized by PCI attached as

Exhibit 2. The PCI break down by community shows that we have been making progress with recent road rehabilitation projects, but we still have a lot of deteriorating roads and many that have been reconstructed are in need of maintenance to keep their condition up.

Using LTC funds to update PCI data every two years will allow us to track our effectiveness in maintaining the condition of our road system and provide fresh information for selecting new projects in each STIP cycle. The 2013 AMS will be presented to the Mono LTC at the September 9th meeting for adoption as a project selection tool. Please provide any direction to staff.

Respectfully submitted,



Garrett Higerd, P.E.
Senior Engineer

Attachments: Exhibit 1 – Lumos Project Information Sheet
 Exhibit 2 – Pavement Condition Index - 2013



MONO COUNTY ASSET MANAGEMENT SYSTEM
Project Information Sheet
Mono County Board of Supervisors – September 3, 2013

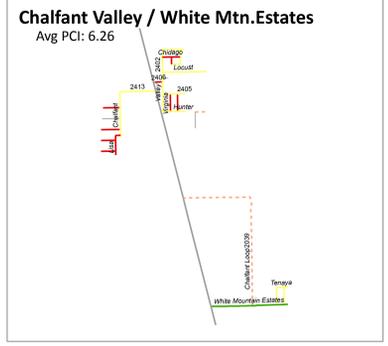
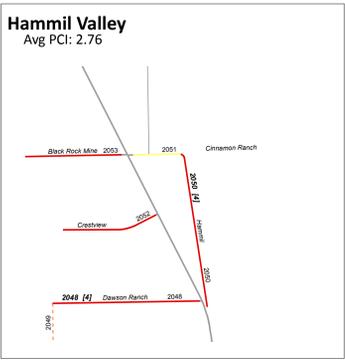
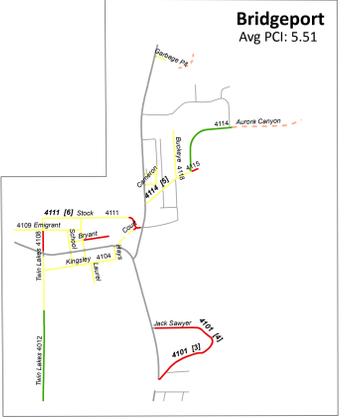
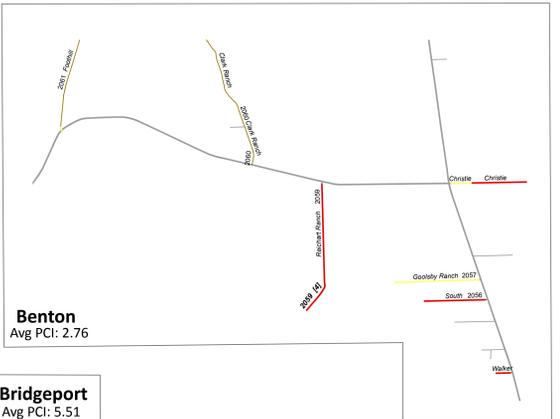
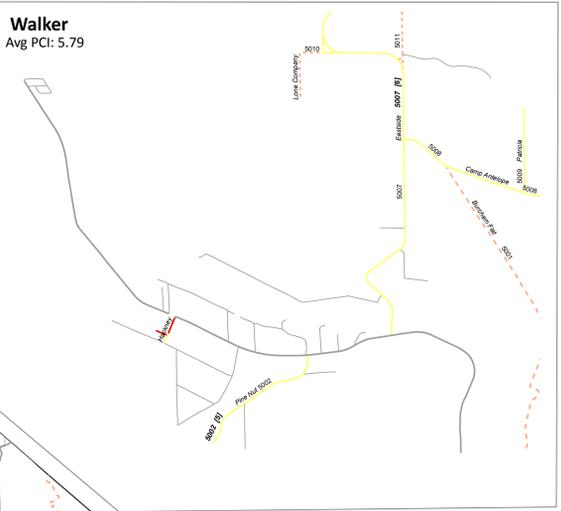
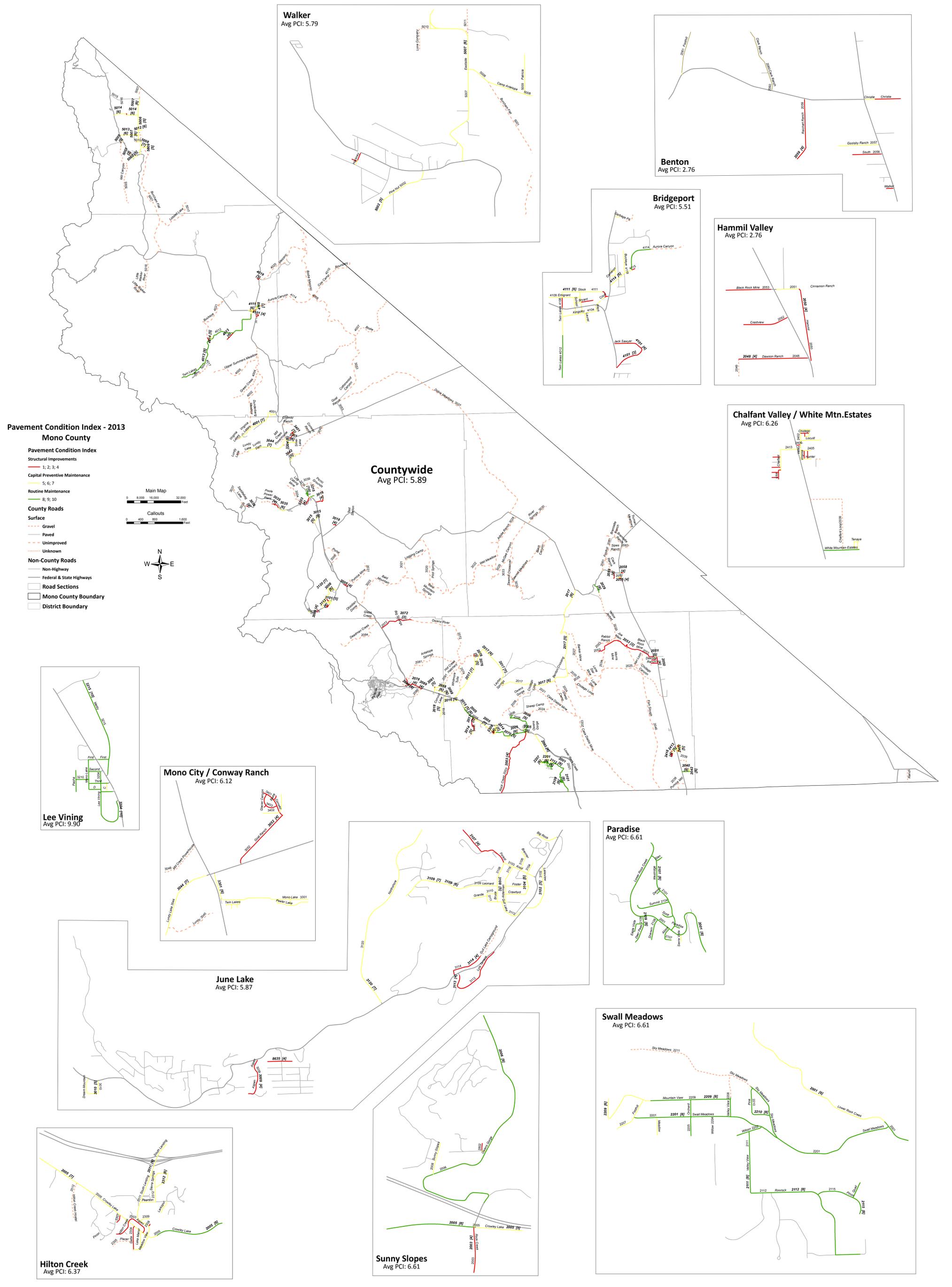
Project Summary

Roadway improvements, including pavement, signage, culverts, and other features such as bridges and cattleguards are assets held by Mono County. While the County has had a pavement management system in place, inventories of most of the other assets have not been completed. The Federal Highway Administration and Caltrans funding procedures require that local agencies utilize a functional pavement management system which provides objective road condition data and gives funding agencies the confidence that project decisions are derived from an acceptable technical analysis platform.

Over the past several months, Lumos and Associates (Lumos), along with subconsultant Gnomon, Inc., have been working with Mono County Public Works and Information Technology staff to develop an Asset Management System (AMS). This database incorporates location, geometric, and condition data typical to a pavement management system with similar information relative to other roadway assets. Furthermore, the data has been integrated into the County's Geographical Information System (GIS), providing a graphical representation of the data. Implementation of this AMS is nearly complete.

The tasks undertaken for development of the AMS include review of existing data, database development, inspection and data collection, and creation of the AMS/GIS system link. The project is now in its final stages where data is being audited, reports and computer interfaces are being finalized, and training sessions are being held.

Integration of the AMS into the County's GIS system will provide a centralized repository where data and photographs can be easily retrieved. County staff is already familiar with the Parcel Viewer interface and will be able to manage the data directly, rather than working through a third party software vendor. This information is vital for management of county-maintained roadways, including planning of preventative maintenance and capital improvement projects, and can be particularly helpful when assets are spread over a large area such as Mono County.

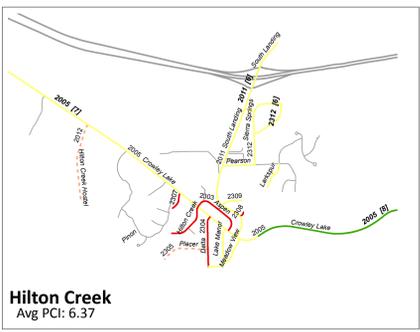
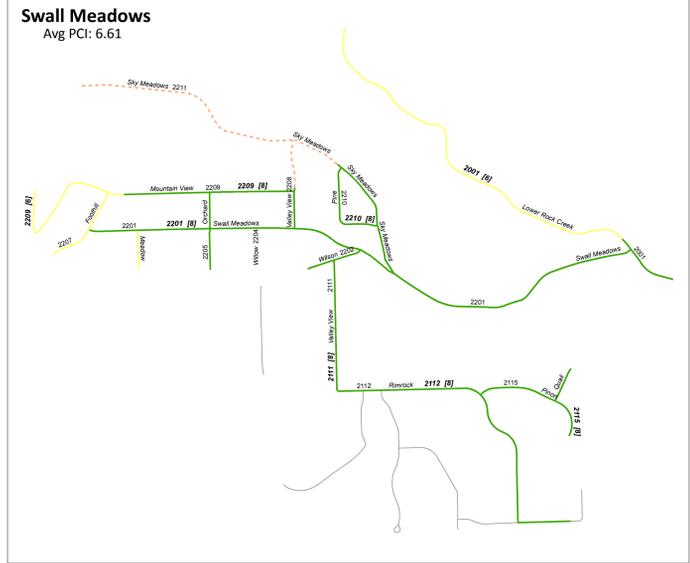
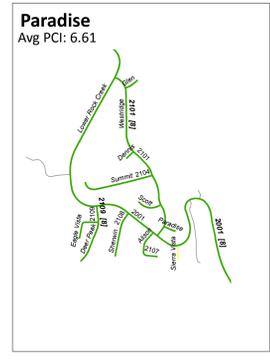
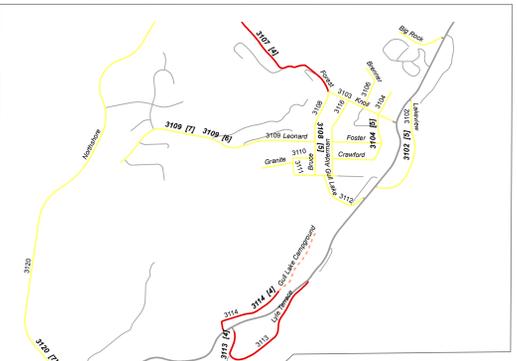
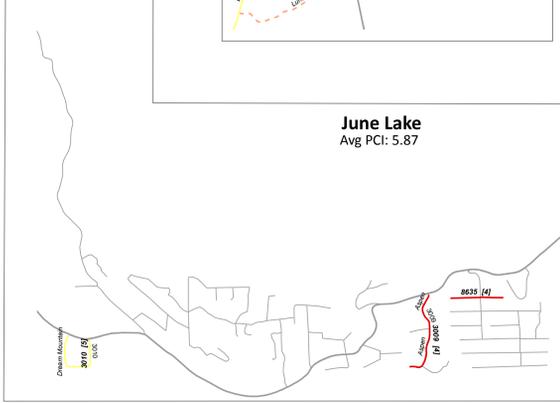
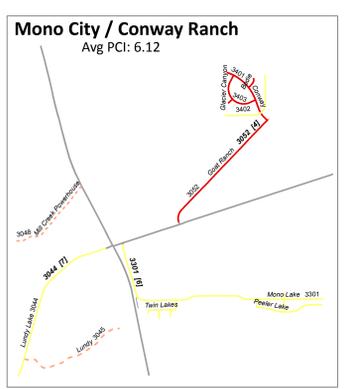
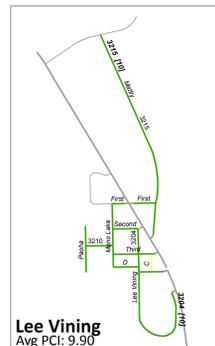
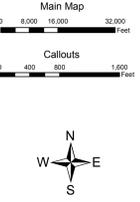


Pavement Condition Index - 2013
Mono County

Pavement Condition Index
Structural Improvements
1; 2; 3; 4
Capital Preventive Maintenance
5; 6; 7
Routine Maintenance
8; 9; 10

County Roads
Surface
Gravel
Paved
Unimproved
Unknown

Non-County Roads
Non-Highway
Federal & State Highways
Road Sections
Mono County Boundary
District Boundary





MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

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Date: September 3, 2013

To: Honorable Chair and Members of the Board of Supervisors

From: Garrett Higerd, Senior Engineer

Re: Report on State Transportation Improvement Program (STIP) Road Maintenance and Rehabilitation Projects

Recommended Action:

Receive staff report and provide any desired direction to staff. Prioritize road rehabilitation projects for consideration by the Mono Local Transportation Commission at their next meeting.

Fiscal Impact:

There will be no General Fund impact. Projects selected by the Mono Local Transportation Commission (LTC) are funded with state and/or federal funds.

Programmed Projects Update:

PROJECT	DESCRIPTION	STATUS
School Street Plaza (Transportation Enhancement)	Install sidewalks and landscaping adjacent to the County Courthouse in Bridgeport.	Project complete.
Bridgeport Streets Rehab (STIP)	Rehabilitation of local streets in the community of Bridgeport.	This project is under construction and will be completed in fall of 2013.
Lee Vining Streets Rehab (STIP)	Rehabilitation of local streets in the community of Lee Vining.	Project complete
June Lake Streets Rehab (STIP)	Rehabilitation of local streets in the community of June Lake.	Environmental and preliminary engineering funding is approved (\$37k). Engineering and right-of-way funds (\$302k) are programmed for the 2012-13 year. Construction funding (\$3,355k) is programmed for the 2013-14 year.
Chalfant Streets Rehab (STIP)	Rehabilitation of local streets in the community of Chalfant.	Engineering funding for plans, specifications and estimates (PS&E) is approved (\$65k). Construction funding (\$1,419k) is programmed for the 2013-14 year.

Bridge Replacement and Repair	Various projects to maintain County bridges.	A county-wide Preventative Bridge Maintenance Plan has been completed and preliminary engineering funding has been approved by the CTC for the Topaz Lane Bridge Replacement project.
Owens River Road Rehab (STIP)	Rehabilitation of 3.8 miles of Owens River Road near the Crestview rest area.	Plans are near the 100% level but the project has been "shelved" to fund other projects.

Other County Projects

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
Aspen Road Paving (Prop 1B)	Rehabilitation of 0.25 miles of road in down-canyon June Lake.	This Project is under construction and will be completed in fall of 2013.
Rock Creek Road Rehab (Federal Lands Access Program - FLAP)	Rehabilitation of 9.2 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane (8 miles in Mono County and 1.2 miles in Inyo County) from Highway 395 to the Hilton Lakes Trailhead.	95% plans are out for review. The NEPA document is complete and the CEQA document has been posted. Caltrans toll credits are being applied to this project in-lieu of the 11.47% local match. The FHWA project manager believes the project could go out to bid as early as this winter for a construction start in 2014. It is expected that this project will span two construction seasons – 2014 and 2015.
Rock Creek Road Rehab (Federal Lands Access Program - FLAP)	Rehabilitation of 2.75 miles of Convict Lake Road from Highway 395 to the trailhead/parking area on the east shore of Convict Lake. Addition of a 4-foot wide bicycle climbing lane on steep sections.	Project is short-listed and project scoping documents are being prepared. The California Programming Decisions Committee (PDC) will select final projects in early October. If selected by the PDC, a 11.47% local match is required. This match is eligible for 2014 STIP funding.

STIP Cycles and Pavement Condition Index Information:

Every two years the state starts a STIP funding cycle where new projects can be programmed for future funding by the Mono LTC through adoption of the Regional Transportation Improvement Plan (RTIP). In the 2012 STIP Cycle the Mono LTC approved cost adjustments for increases in material costs, scope changes, drainage costs for already approved projects.

The 2014 STIP Cycle process is underway and the Mono LTC needs to approve an updated Regional Transportation Improvement Program (RTIP) in December. The 2014 Fund Estimate for local projects is approximately \$6,000,000. This means that there is capacity for new projects to be programmed. Staff requests that the Board of Supervisors prioritize proposed projects for consideration by the Mono LTC.

In the past fifteen years, several road rehabilitation projects have been completed and the Pavement Condition Index (PCI) reflects this investment. Some projects have been community specific and others have focused on roads that link communities with recreation uses. See Tables 1 and 2 below for current PCI data from the 2013 Lumos & Associates study.

Table 1. Average PCI on Community Streets

Community Streets	Average PCI	
Lee Vining	9.9	
Paradise/Sunny Slopes/Swall Meadows	6.61	
Hilton Creek/Crowley Lake	6.37	
Chalfant Valley/WME	6.26	Project Scheduled
Mono City/Conway Ranch	6.12	
June Lake	5.87	Project Scheduled
Walker	5.79	
Bridgeport	5.51	Project Nearly Complete
Benton/Hammil Valley	2.76	

Table 2. PCI on Roads outside Communities

Roads Outside Communities	PCI
Cunningham Lane (Walker)	6
Eastside Lane (Walker)	5
Twin Lakes Road (Bridgeport)	8
Buckeye Road (Bridgeport)	4
Hackamore Lane (Bridgeport)	5
Hunewill Ranch Road (Bridgeport)	4
Virginia Lakes Road	7
Lundy Canyon Road	7
Cemetery Road (Lee Vining)	5
Utility Road (Lee Vining)	4
Airport Road (Lee Vining)	8
Test Station Road (Mono Basin)	4
Oil Plant Road (Mono Basin)	5
Owens River Road	3

Antelope Springs Road (Mammoth)	3	Project Scope Being Evaluated
Substation Road (Mammoth)	4	
Sherwin Creek Road (Mammoth)	4	
Convict Lake Road (Mammoth)	5	
Hot Creek Hatchery Road (Mammoth)	5	
Airport Road (Mammoth)	6	
Benton Crossing Road	6	Project Scheduled
Pit Road (Benton Crossing Landfill)	4	
McGee Creek Road (Crowley Lake)	4	
Rock Creek Road (Tom's Place)	4	
Lower Rock Creek Road (Paradise)	6	

Potential 2014 STIP Projects:

Given the updated PCI data and previous direction from the Board of Supervisors and the Mono LTC, the following projects are suggested for discussion:

- **Rehabilitation of Airport Road & a portion of Hot Creek Hatchery Road** – Approximately 1.6 miles of road costing approx. \$750,000. This project could potentially be expanded to include a re-configuration of the intersection, but the feasibility and costs require additional scoping. This project could be expanded to include other County roads near Sherwin Creek Road and the Highway 203 junction.
- **Convict Lake Road FLAP Match** – This project would provide an 11.47% local match (approximately \$400,000) for the potential FLAP project that would rehabilitate 2.75 miles of Convict Lake Road and add bicycle lane improvements. The project would be administered by the FHWA and therefore would require relatively minor staff effort to administer/manage.
- **Community Based Projects** – The PCI data shows that Benton/Hammil Valley, Walker, and Mono City/Conway Ranch are at or near the bottom of the pavement condition list.
- **Asphalt Maintenance Program based on 2013 AMS and Utilizing Best Management Practices (BMPs)** – Using our updated 2013 Asset Management System, we can stretch funding to treat four to twelve times more road area. This portion of funding would be invested in keeping our good roads (primarily 6 and above) at an acceptable level. Deferring maintenance for ten years is expected to cost approximately 53% more, not including increases to labor and construction costs. Our maintenance strategy is currently missing this important category of treatments to preserve the significant investments we have made in our streets and roads in the last ten to fifteen years.
- **Benton Crossing Road Rehabilitation** – (approx. \$470,000 per mile)
- **In-fill Projects** – Because of funding limitations, some streets in communities that received rehabilitation projects did not get done. For example, a couple of streets in Bridgeport will not

be completed with the current project. There are also streets that did not get done in Swall Meadows, Sunny Slopes, and Crowley Lake. are Sierra Springs Streets Rehabilitation (approx. \$470,000 per mile)

- **Others?**

Transportation Alternatives Projects (TAP)*:

- Lower Rock Creek Road Bicycle Climbing Lane
- Mountain Gate Phase III (this may have alternative grant funding available)
- Bridgeport Way-finding tied to the School Street Plaza project.

*Because TA projects will have new rules under Map 21, it is unclear if these projects will qualify.

Please contact me at 760.932.5457 or by email at ghigerd@mono.ca.gov if you have any questions regarding this report.

Respectfully submitted,



Garrett Higerd, PE
Senior Engineer

Mono County Local Transportation Commission

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LTC Staff Report

September 9, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2014 State Transportation Improvement Program (STIP) priorities

RECOMMENDATIONS:

Discuss and provide direction to staff on possible priorities for the upcoming 2014 Regional Transportation Improvement Program (RTIP).

FISCAL IMPLICATIONS:

The STIP funds local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE:

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

RTP / RTIP CONSISTENCY:

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

DISCUSSION:

The STIP occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The California Transportation Commission adopted the 2014 fund estimate on August 6, 2013. As in prior STIPs, any new capacity or available new funding is likely to be available in the latter years of this five-year cycle. The 2014 STIP/RTIP timeline is shown below:

Time line for 2014 STIP	Date	Status
CTC adopts Fund Estimate	August 6, 2013	Adopted ~ \$6.1 million with a reserve of \$8.4 million for MOU projects
Caltrans identifies State highway needs	September 2013	District 9 letter dated July 25
Mono County submits adopted (RTIP)	December 15, 2013	
CTC South State hearing	January - February, 2014	
CTC releases staff recommendations	Late winter, 2014	
CTC adopts STIP	April 1, 2014	

Existing MOU commitments for future programming include Freeman Gulch segments 2 and 3, and Olancho- Cartago. The Freeman Gulch project has funding limitations from our MOU partners and is not ready for programming at this time. The Olancho-Cartago project has a programming request by District 9 and Inyo County of \$9.3 million.

Additional programming requests are expected from the Commission's project priorities discussion and/or other local projects proposed by the Town and County.



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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: September 9, 2013

FROM: Jeff Walters, Acting Public Works Director

SUBJECT: Share the Road signs on Benton Crossing Road

RECOMMENDATIONS:

Hear staff report on status of existing "Share the Road" signs located on Benton Crossing Road and provide any desired direction to staff.

FISCAL IMPACTS:

Purchase and installation of 20 additional "Share the Road" signs along Benton Crossing Road would cost approximately \$1,500 for materials and \$1,700 in labor. Both of these costs are included in the proposed Mono County 2013-14 Road Fund budget.

DISCUSSION:

Benton Crossing Road, a County-maintained road and popular bicycling route, has experienced the disappearance of several "Bicycle" and "Share the Road" signs. Installing more signs may assist in reducing conflicts between all users.

The 2001 Benton Crossing Road Rehabilitation Project plan specifications (see attached) show 29 bicycle sign assembly installation locations from Highway 395 to Owens Gorge Road, a distance of 15.3 miles (roughly ½ the entire length of Benton Crossing Road). It is uncertain how many signs were actually installed at that time.

As of August 23, 2013, there were 17 existing "Bicycle" with "Share the Road" signs mounted at various locations along Benton Crossing Road. Installing up to 20 additional signs (10 in either direction) in strategic locations may help increase awareness of the multi-use nature of this road. The signs would be retro-reflective.

Other types and styles of manufactured signs that show a car, pedestrian and bicycle along with the words "Share the Road" are available but these signs are not recognized in the Manual for Uniform Traffic Control Devices and therefore not applicable for installation.

Attachments: 2001 Project Plans for Benton Crossing Road

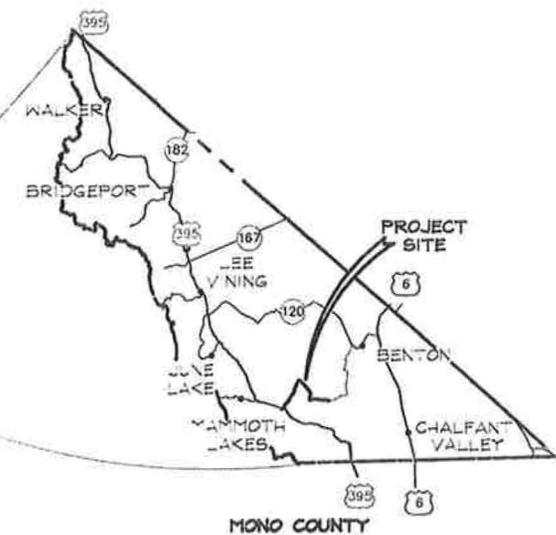
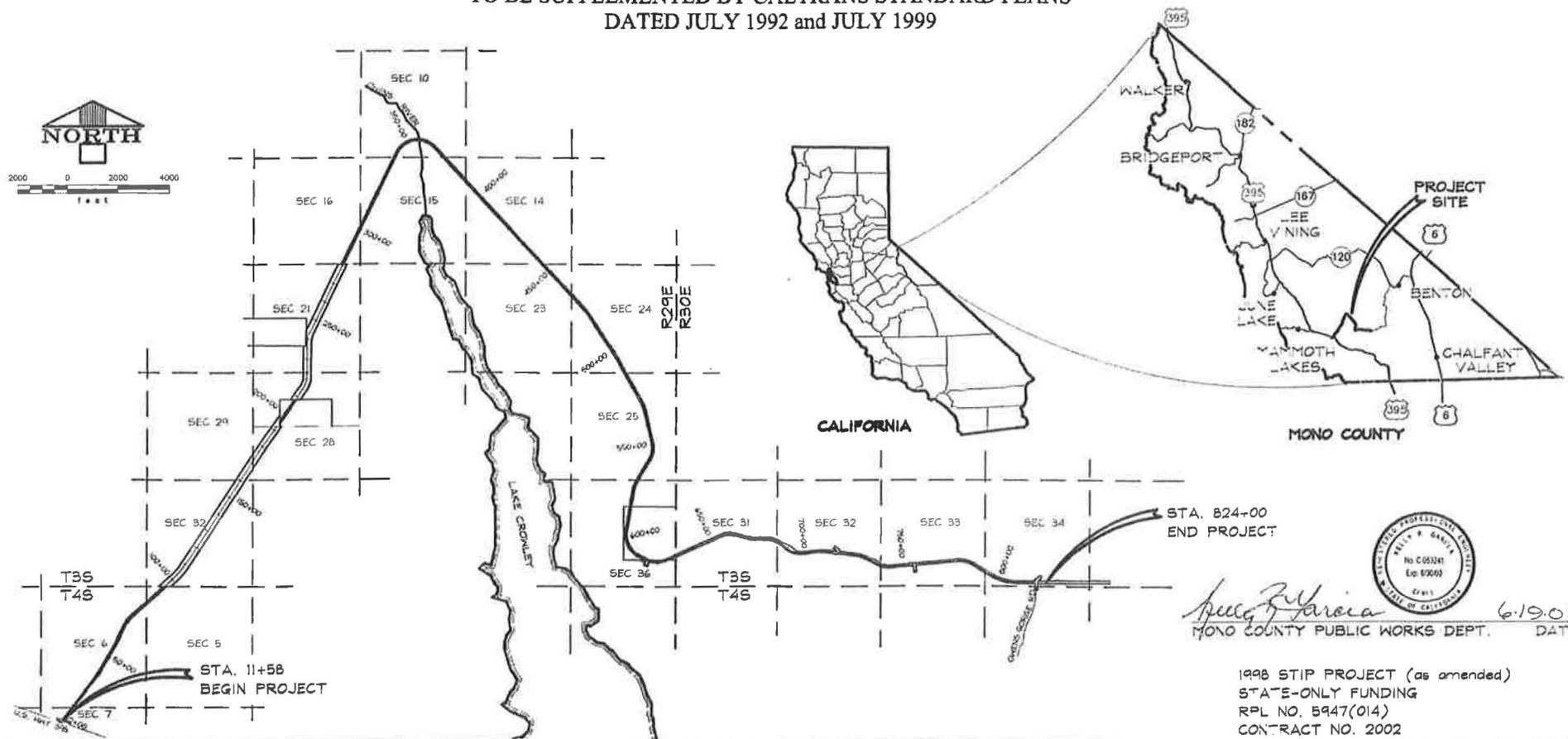
SHEET INDEX

TITLE & LOCATION SKETCH	1
INDEX & TYPICAL SECTIONS	2
BENTON STA. 10+00 TO 70+00	3
BENTON STA. 70+00 TO 130+00	4
BENTON STA. 130+00 TO 190+00	5
BENTON STA. 190+00 TO 250+00	6
BENTON STA. 250+00 TO 310+00	7
BENTON STA. 310+00 TO 370+00	8
BENTON STA. 370+00 TO 430+00	9
BENTON STA. 430+00 TO 490+00	10
BENTON STA. 490+00 TO 550+00	11
BENTON STA. 550+00 TO 610+00	12
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CONSTRUCTION DETAILS	17
CONSTRUCTION DETAILS	18
CONSTRUCTION AREA SIGNS	19

**COUNTY OF MONO
DEPARTMENT OF PUBLIC WORKS**

**PROJECT PLANS FOR CONSTRUCTION ON
BENTON CROSSING ROAD
U.S. HWY 395 to OWENS GORGE ROAD
IN MONO COUNTY, CALIFORNIA
LENGTH = 15.3 MILES**

TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS
DATED JULY 1992 and JULY 1999



Kelly R. Garcia
MONO COUNTY PUBLIC WORKS DEPT. 6-19-01 DATE

1998 STIP PROJECT (as amended)
STATE-ONLY FUNDING
RPL NO. 5947(014)
CONTRACT NO. 2002

CALTRANS STANDARD PLANS DATED JULY 1999

- AT7A MBGR - Typical Road Pavement with Road Bed
- AT7B MBGR - Standard Handrails
- AT7C MBGR - Road Post and Road Block Details
- AT7D MBGR - Typical Layouts
- AT7E MBGR - Typical Layouts
- AT7F MBGR - Typical Embankment, undulating for End Treatment
- AT7FA MBGR - Typical Live Post Installation
- AT7H MBGR - Anchor Cables and Anchor Plate Details
- AT7J MBGR - Connections to Bridge Railings, Retaining Walls & Abutments
- RSP AT7L MBGR - Terminal System End Treatment
- RSP AT7M MBGR - Terminal System End Treatment

CALTRANS STANDARD PLANS DATED JULY 1992

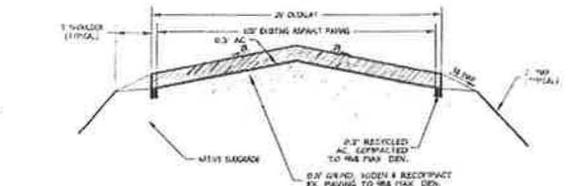
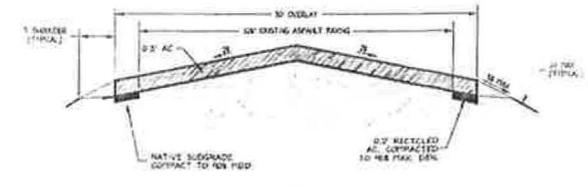
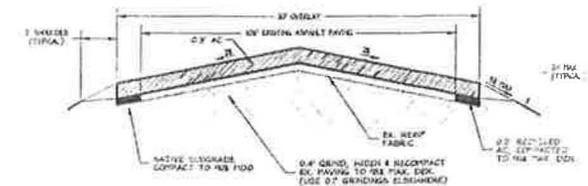
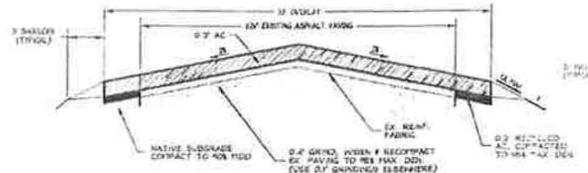
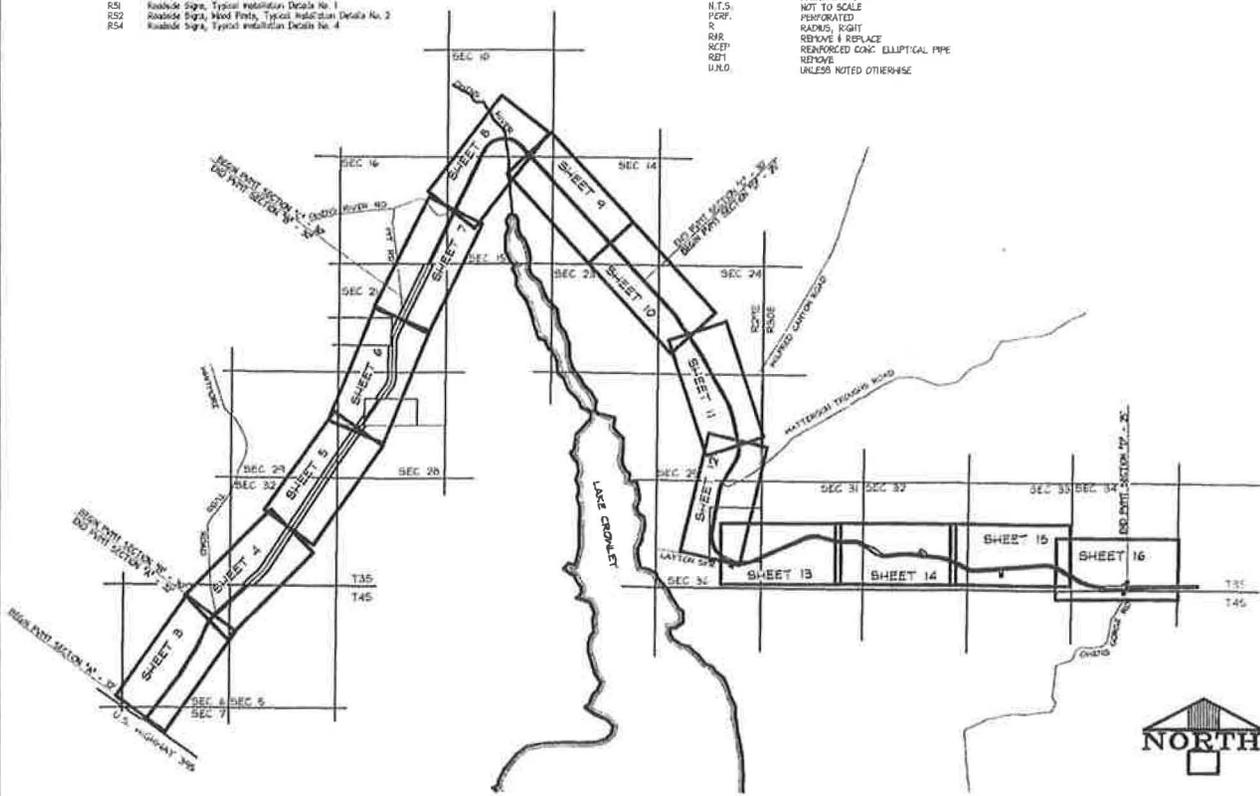
- A0A Abbreviations
- A0B Symbols
- A0C Pavement Markings and Traffic Lines, Typical Details
- A0D Pavement Markings and Traffic Lines, Typical Details
- A0E Pavement Markings - Kerbs
- A0F Foundation and Details - Miscellaneous Details
- A0G Location and Details - Metal and Plastic Curbside Markers
- A0H Markers
- A0I Metal and Plastic Flared End Sections
- D0A CIP Casting Details No. 1
- D0B CIP Casting Details No. 2
- D0C CIP Casting Details No. 3
- D0D CIP Casting Details No. 4
- D0E CIP Casting Details No. 5
- T1 Temporary Guard Curbs, Sand Filled
- T2 Temporary Guard Curbs, Sand Filled
- T3 Temporary Railings (Type A)
- T4 Traffic Control System for Lane Closure
- RS1 Roadside Sign, Wood Frame, Typical Installation Details No. 1
- RS2 Roadside Sign, Wood Frame, Typical Installation Details No. 2
- RS4 Roadside Sign, Typical Installation Details No. 4

NOTES:

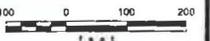
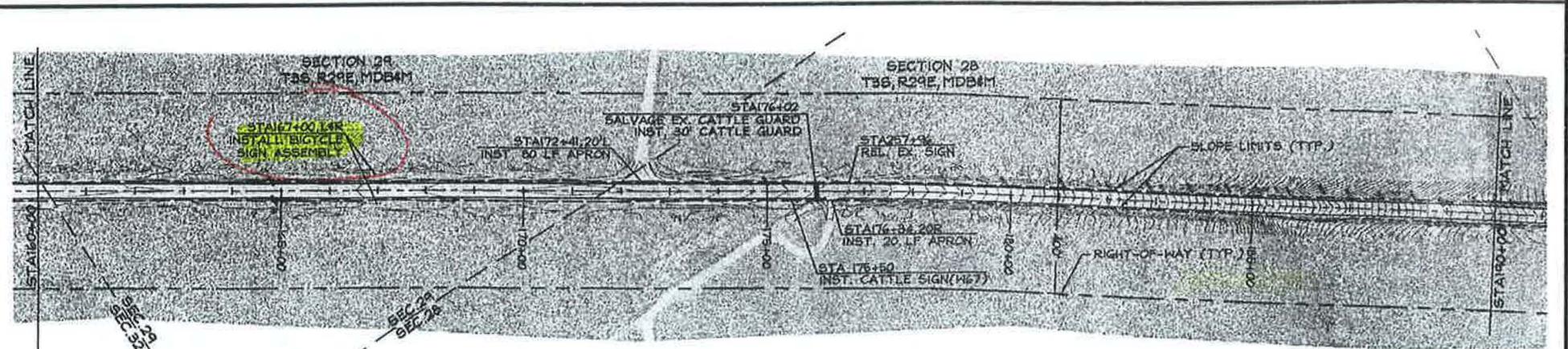
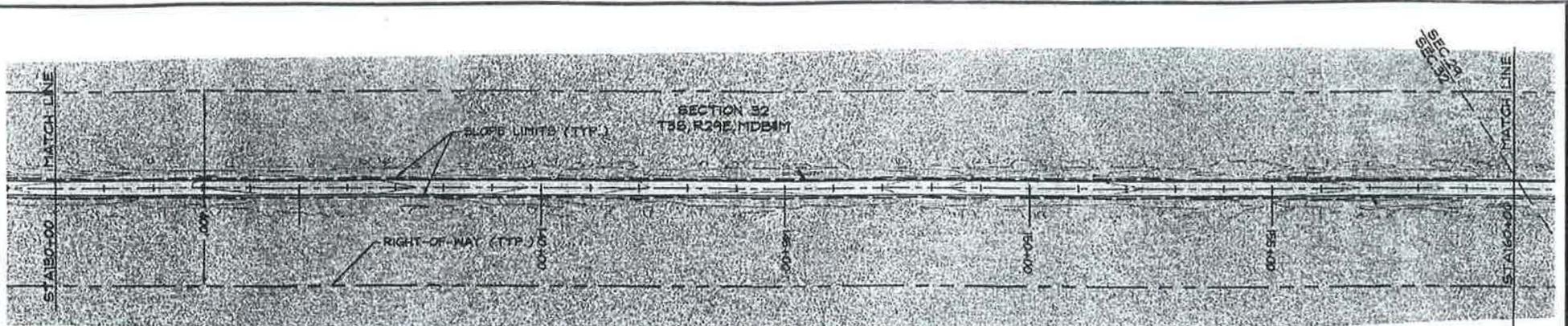
1. THE LOCATION OF EXISTING FACILITIES, IMPROVEMENTS AND UTILITIES SHOWN ON THESE DRAWINGS IS BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE LOCATIONS AT THE PROPOSED POINTS OF CONNECTION AND IN AREAS OF POSSIBLE CONFLICT WITH NEW CONSTRUCTION. PRIOR TO THE BEGINNING OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS BETWEEN THE CONDITIONS SHOWN IN THE FIELD AND THE INFORMATION SHOWN ON THESE DRAWINGS. HE SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.
2. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONSTRUCTION OF THIS JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND IS NOT LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF SAFETY FENCING OF TRENCHES IN ACCORDANCE WITH OCCUPATIONAL SAFETY LAWS.
3. THE RIGHT-OF-WAY LIMITS SHOWN ON THESE PLANS IS APPROXIMATE FOR REFERENCE ONLY. NO CONSTRUCTION ACTIVITY IS TO OCCUR OUTSIDE THE RIGHT-OF-WAY.

ABBREVIATIONS:

- (IN ADDITION TO STANDARD PLAN A0A)
- APP APPROACH
- CMP CORRUGATED METAL PIPE
- EX EXISTING
- INST INSTALL
- L LEFT
- L.D.D. FRACTION DRY DENSITY
- MFR. MANUFACTURER
- N.T.S. NOT TO SCALE
- PROP. PROPORTIONED
- R RADIUS, RIGHT
- R/R REMOVE & REPLACE
- R/E/EP REMOVED CONC. ELLIPTICAL PIPE
- RE/R REMOVE
- U.N.D. UNLESS NOTED OTHERWISE



Date	Revisions	County of Mono - Department of Public Works	
		BENTON CROSSING ROAD INDEX / ROADWAY SECTIONS	
Drawn By:	KSG	Date:	8/19/03
Checked By:	CEM	Scale:	none
Approved By:	CEM	Sheet:	2 of 10



↑ #3



Date	Revisions

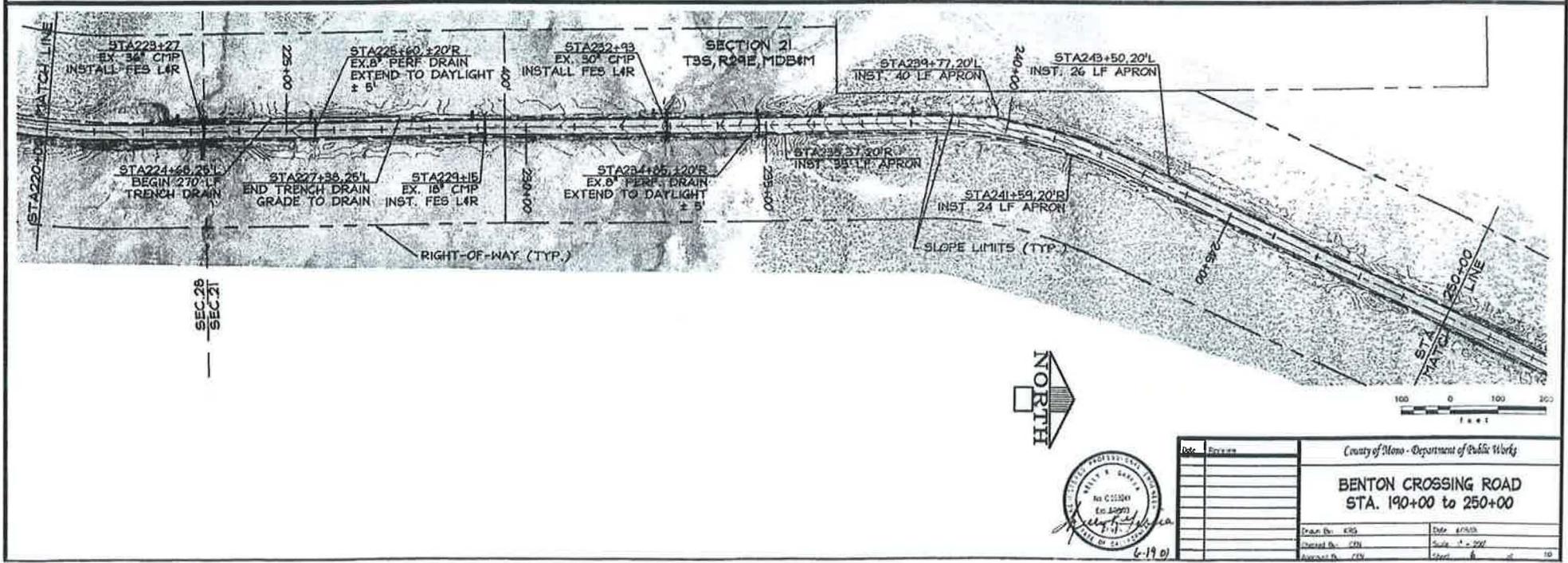
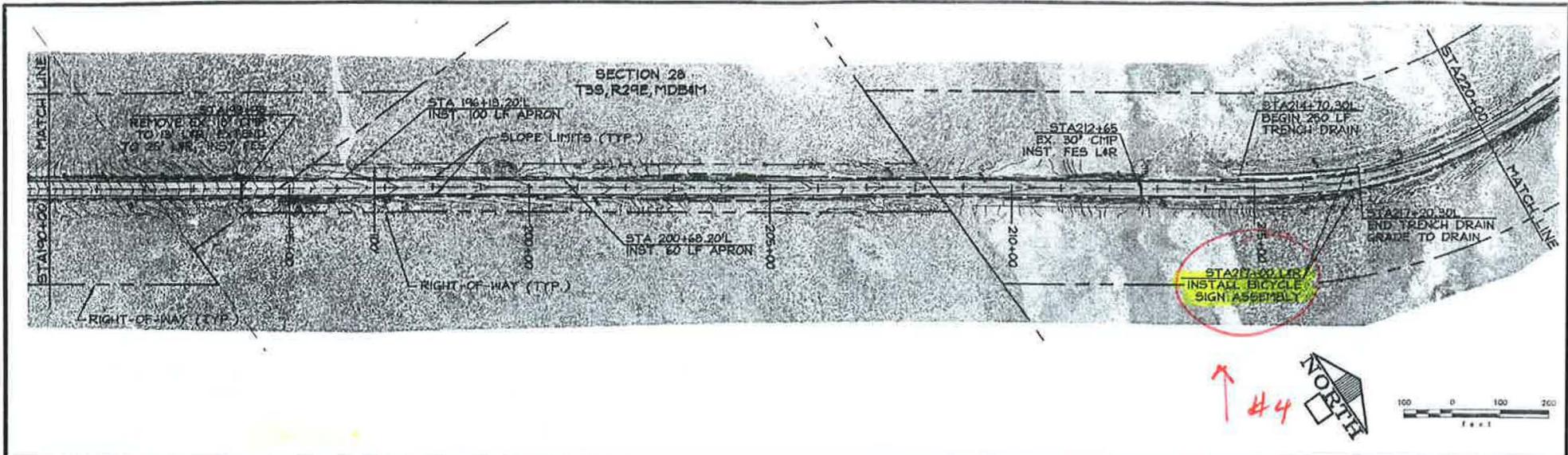
County of Mono - Department of Public Works

BENTON CROSSING ROAD
STA. 180+00 to 190+00

Drawn By: KING Date: 4/16/03
 Checked By: CEN Scale: 1" = 200'
 Approved By: CEN Sheet: 4 of 10

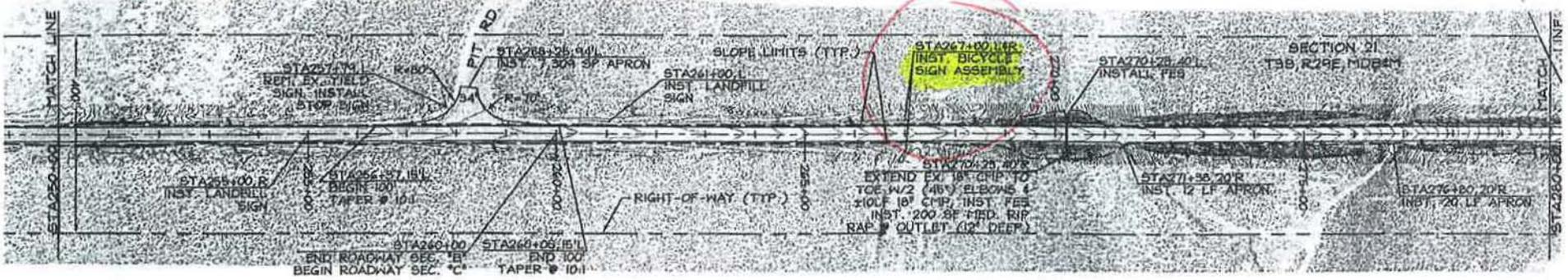
6-19-01

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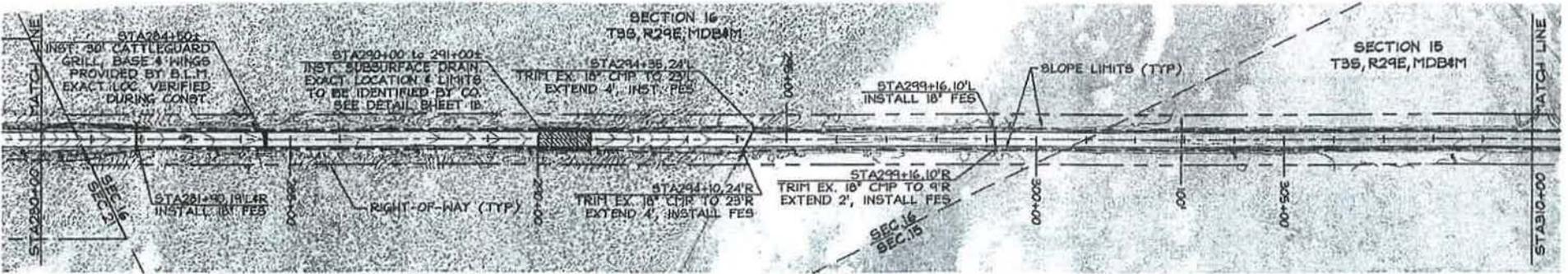


Date	Drawn	County of Mono - Department of Public Works
		BENTON CROSSING ROAD
		STA. 190+00 to 250+00
Drawn By: CWS	Date: 8/19/13	
Checked By: CWN	Scale: 1" = 40'	
Approved By: CWN	Sheet: 6 of 10	





↑ #5



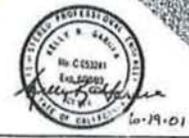
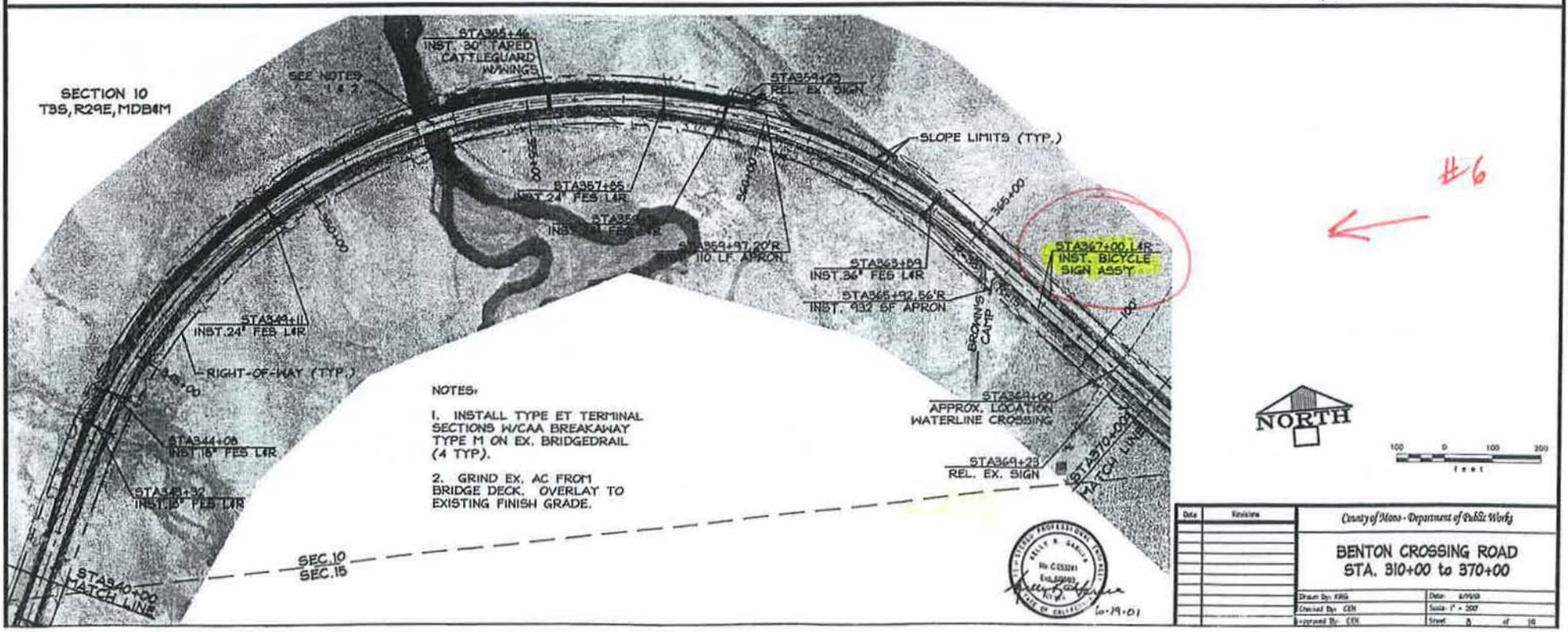
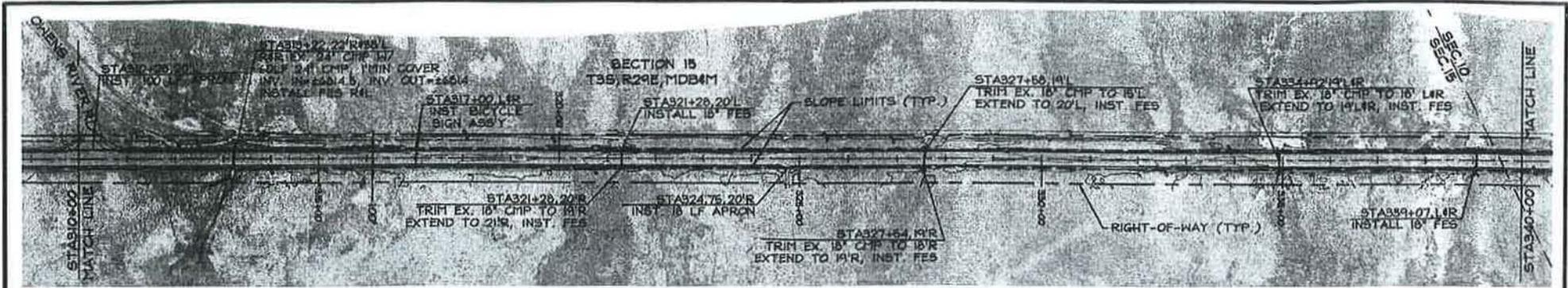
Date	Revisions

County of Mono - Department of Public Works

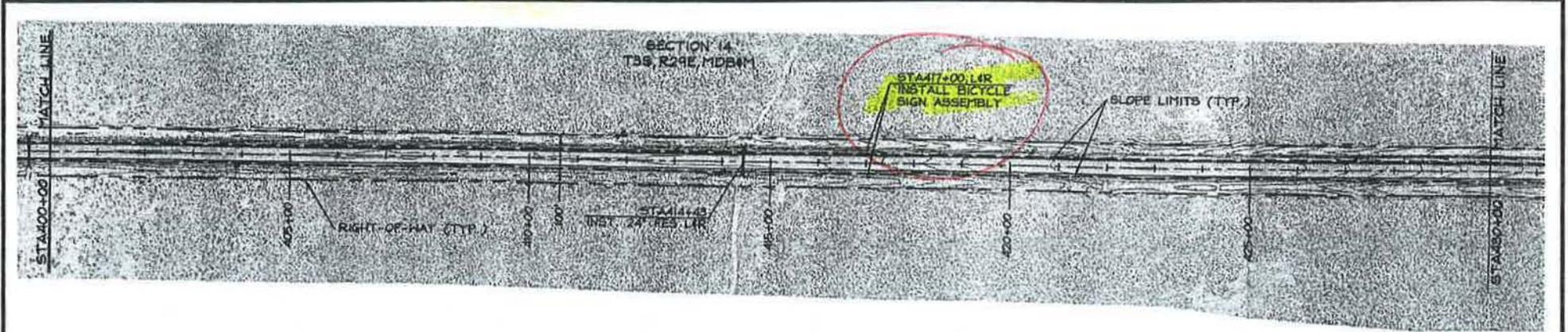
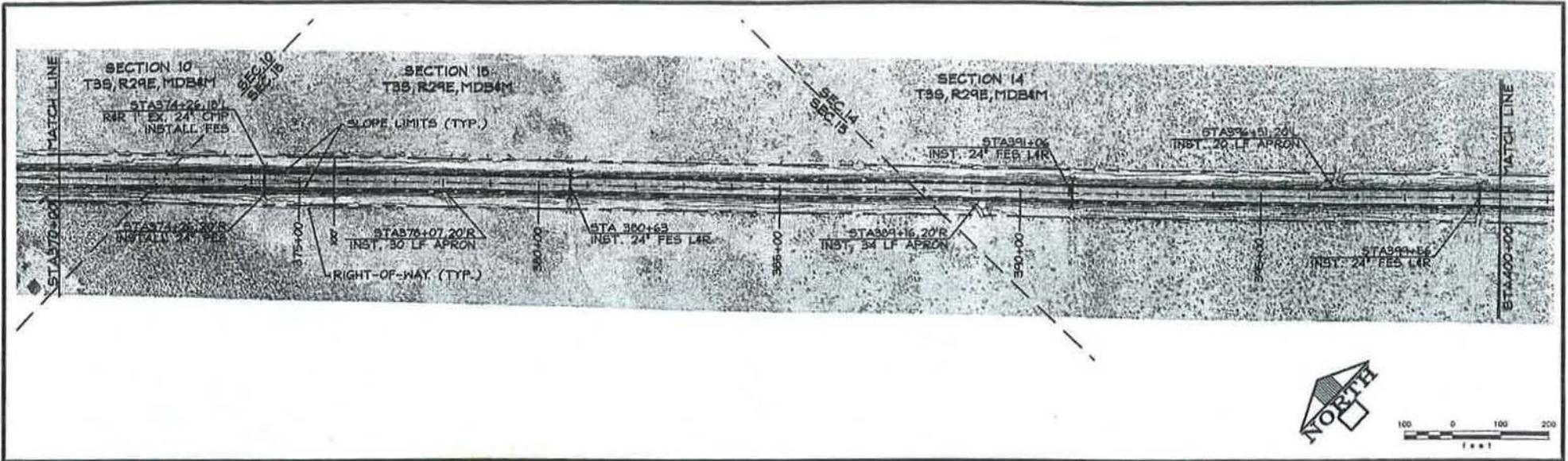
BENTON CROSSING ROAD
STA. 250+00 to 310+00

Drawn By: RRG Date: 6/17/21
 Checkd By: CEN Scale: 1" = 200'

6-19-21



Date	Revision	County of Mono - Department of Public Works	
		BENTON CROSSING ROAD STA. 310+00 TO 370+00	
Drawn by: FHS	Date: 6/10/20	Scale: 1" = 200'	Sheet: 6 of 10
Checked by: CEN			
Approved by: CEN			

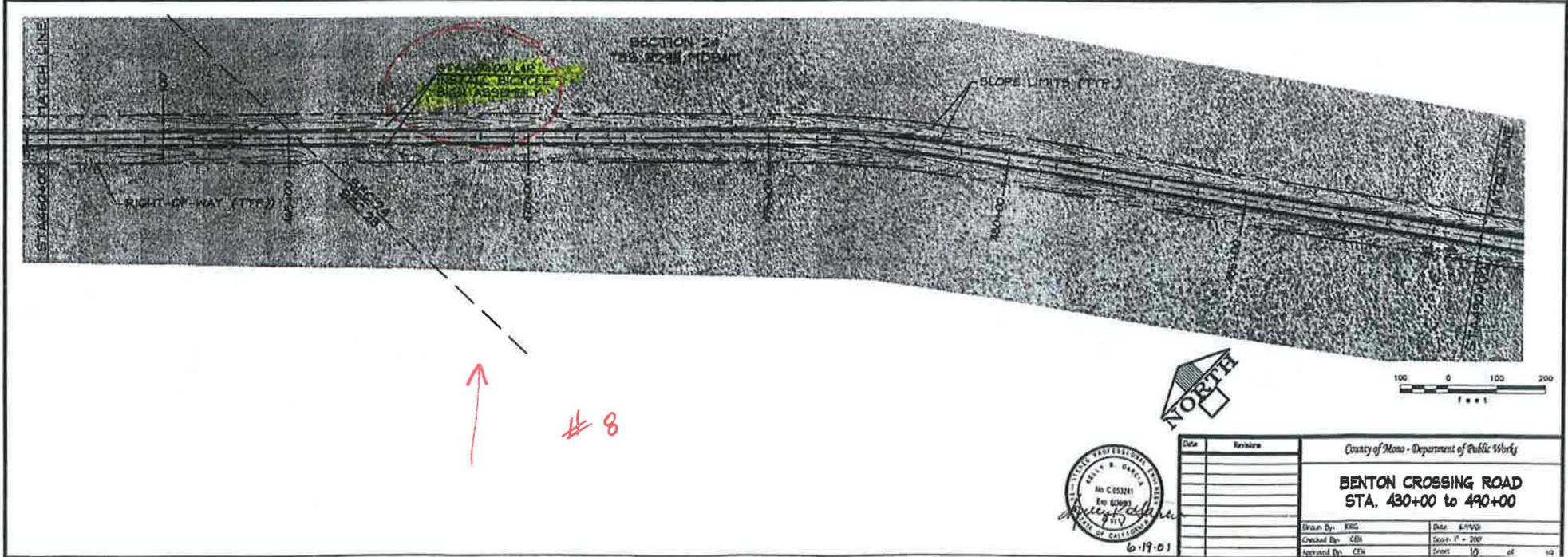
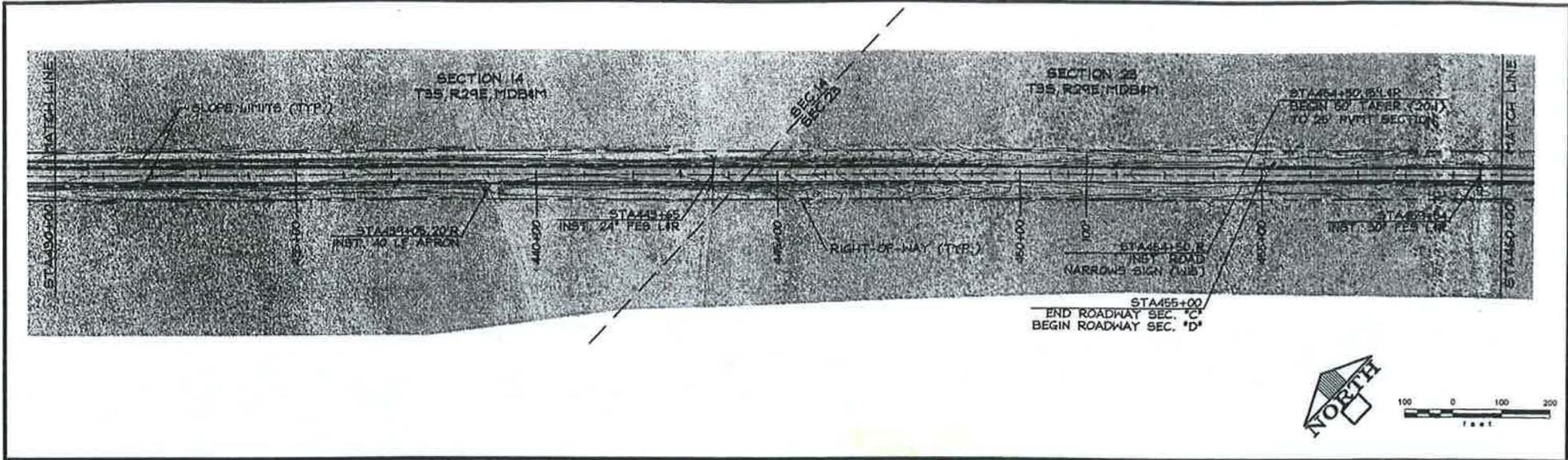


↑ #7



Date	Revisions	County of Mono - Department of Public Works	
		BENTON CROSSING ROAD STA. 370+00 to 430+00	
Drawn By:	KMG	Date:	1/1/01
Checked By:	CEN	Scale:	1" = 200'
Approved By:	CPB	Sheet:	18 of 18

6-19-01



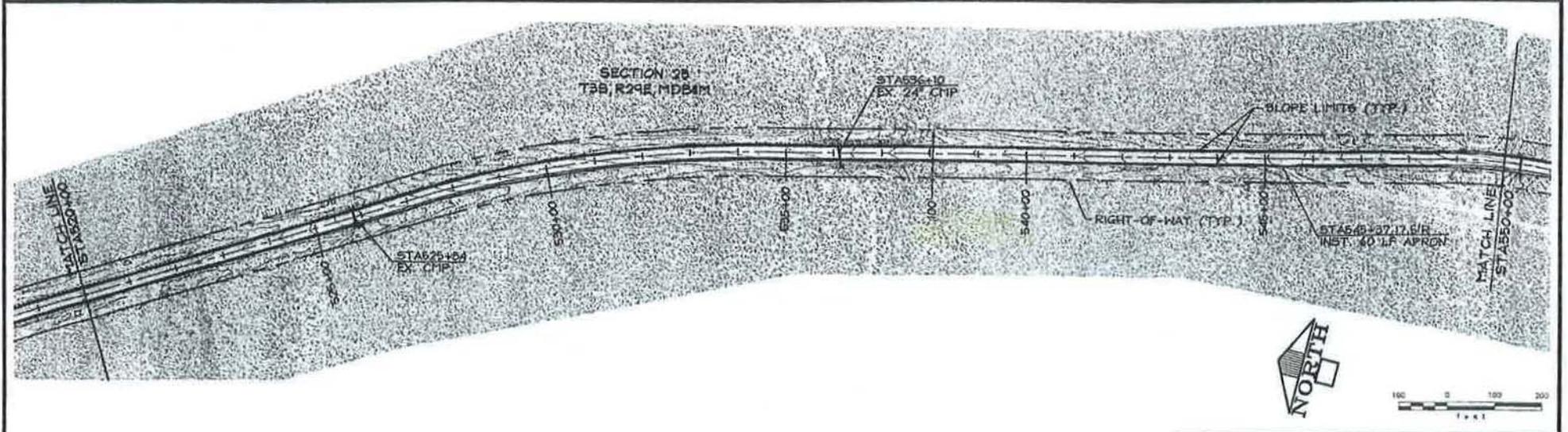
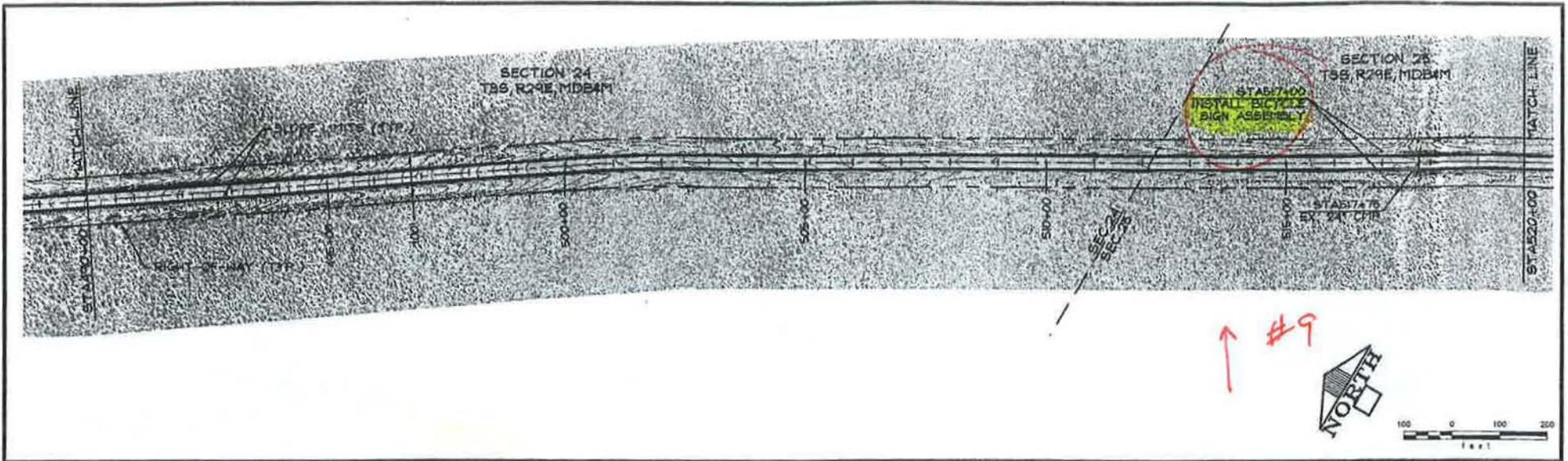
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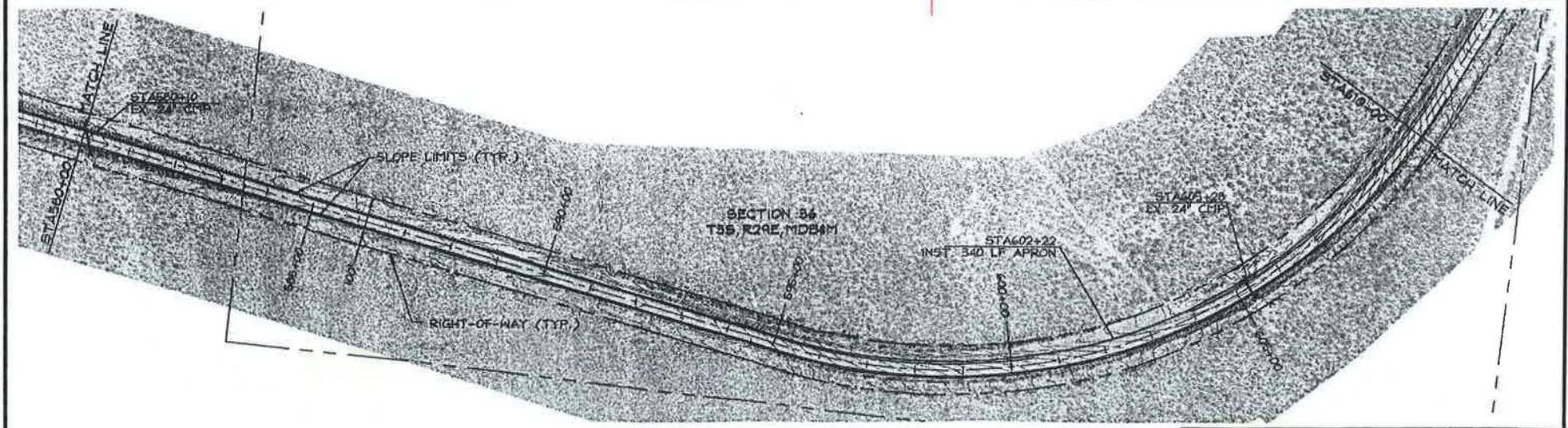
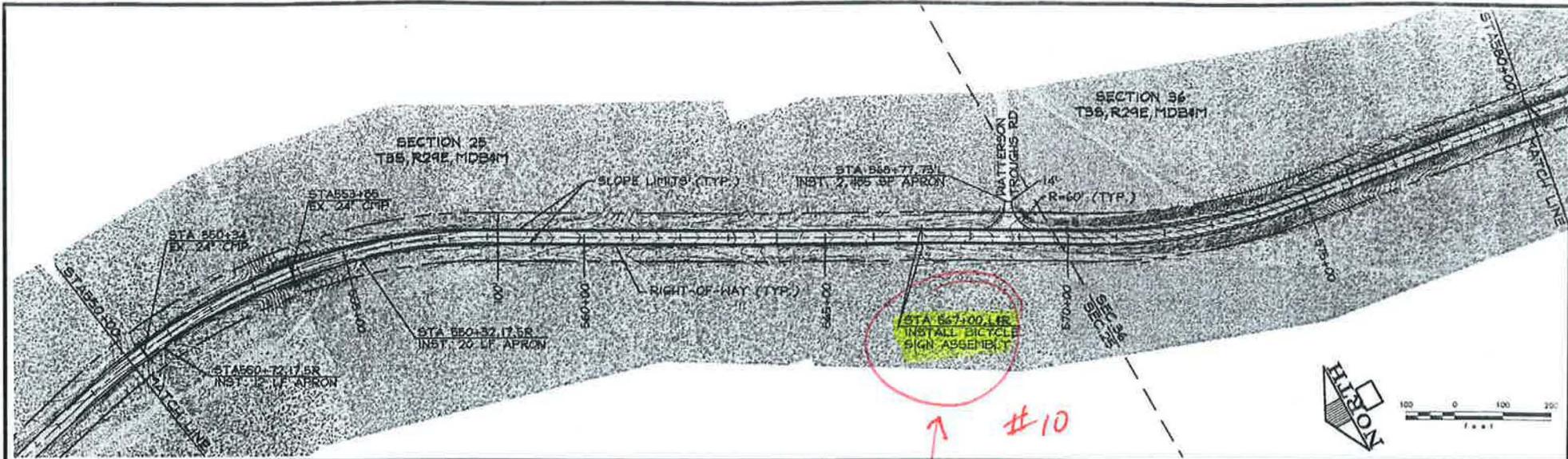
Date		Revisions

County of Mono - Department of Public Works
BENTA CROSSING ROAD
STA. 430+00 to 440+00

Drawn By: FRG	Date: 8/19/20
Checked By: CEB	Scale: 1" = 200'
Approved By: CEB	Sheet: 10 of 10



Date	Revised	County of Mono - Department of Public Works	
		BENTON CROSSING ROAD STA. 490+00 to 550+00	
Drawn By: KRG	Date: 6/1/09	Scale: 1" = 200'	Sheet: 11 of 16
Checked By: TZN			
Approved By: CEN			



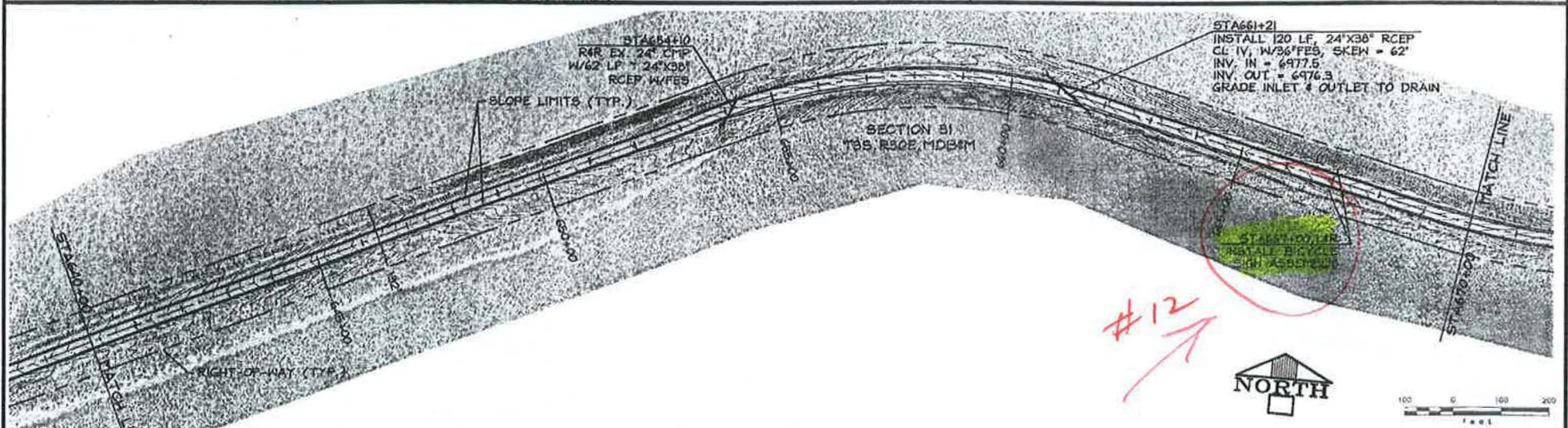
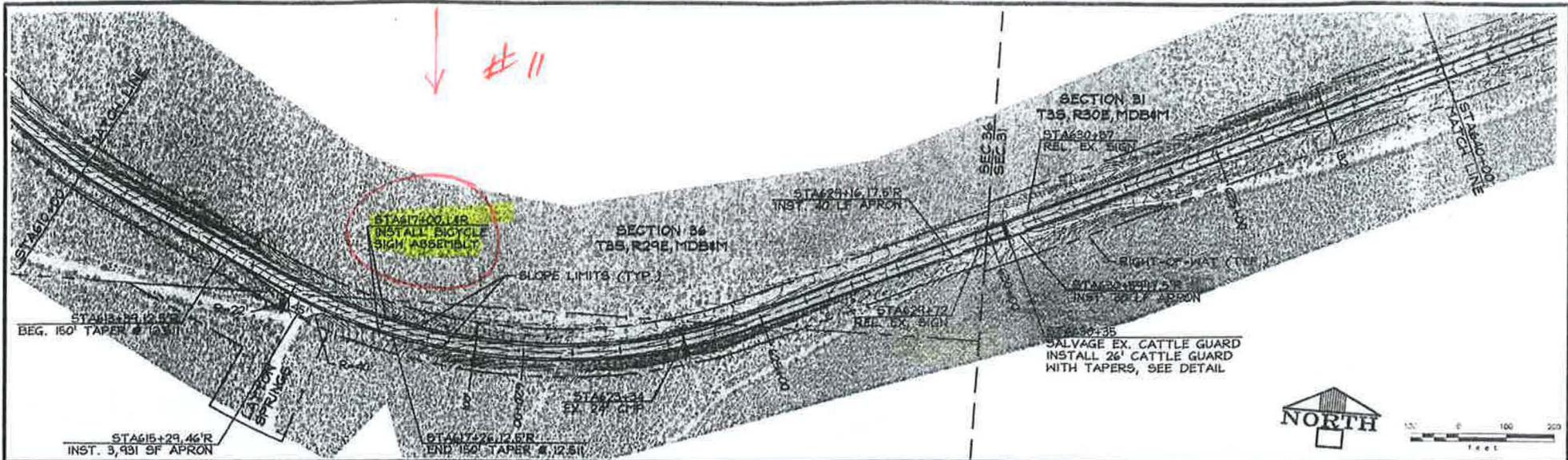
Date	Revision

County of Mono - Department of Public Works

BENTON CROSSING ROAD
STA. 550+00 to 610+00

Drawn By: KRS	Date: 6/1/90
Checked By: CEN	Scale: 1" = 200'
Approved By: CEN	Sheet: 12 of 18

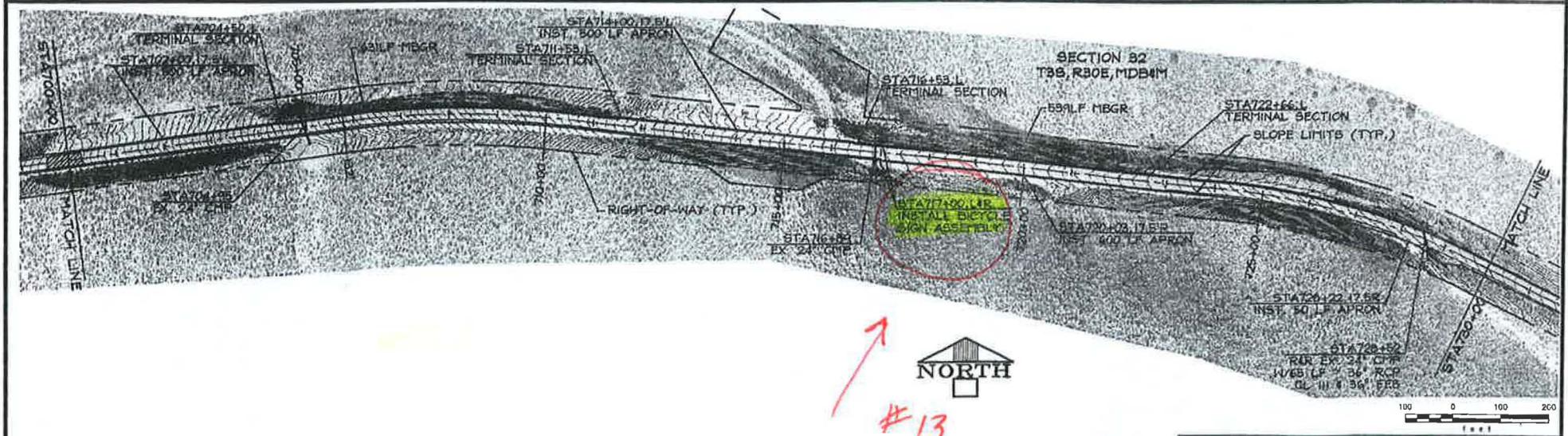
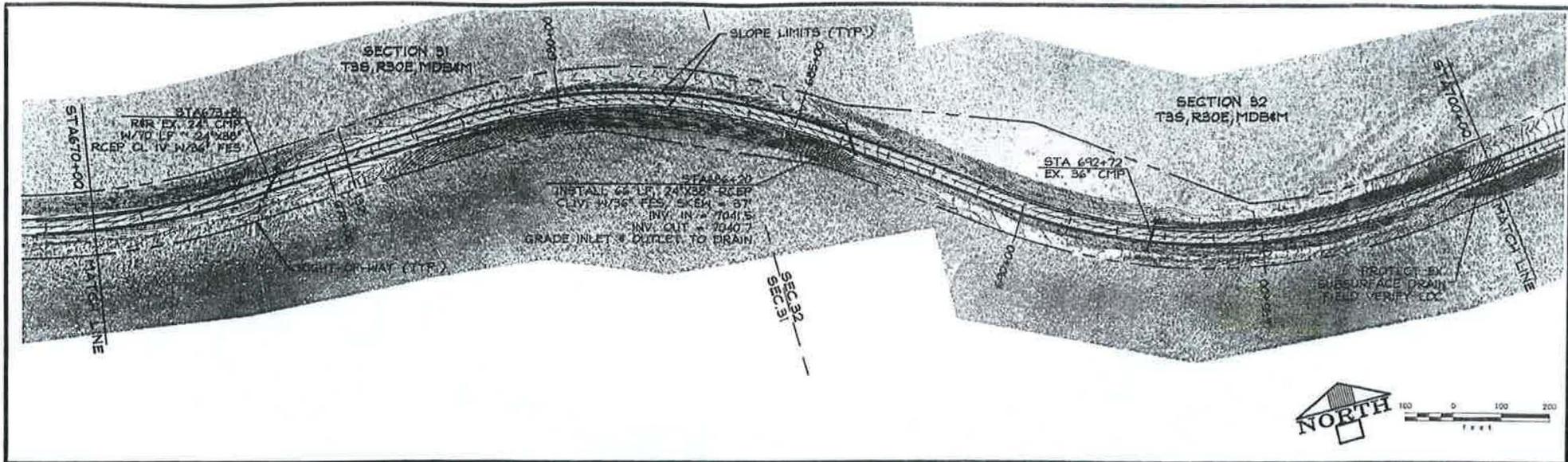
1. If found with this property being sold or sold, this map is not to be used as a basis for any claim.



P:\PHOTO\15\9078\Bent\dwg\SHI13.dwg Tue Jun 19 07 53:03 2001 KCHW



Date	6-19-01	County of Mono - Department of Public Works
BENTON CROSSING ROAD STA. 610+00 to 670+00		
Drawn By: KRS	Date: 6/7/01	
Checked By: CDN	Scale: P = 200'	
Approved By: CDN	Sheet: 13 of 10	



#13

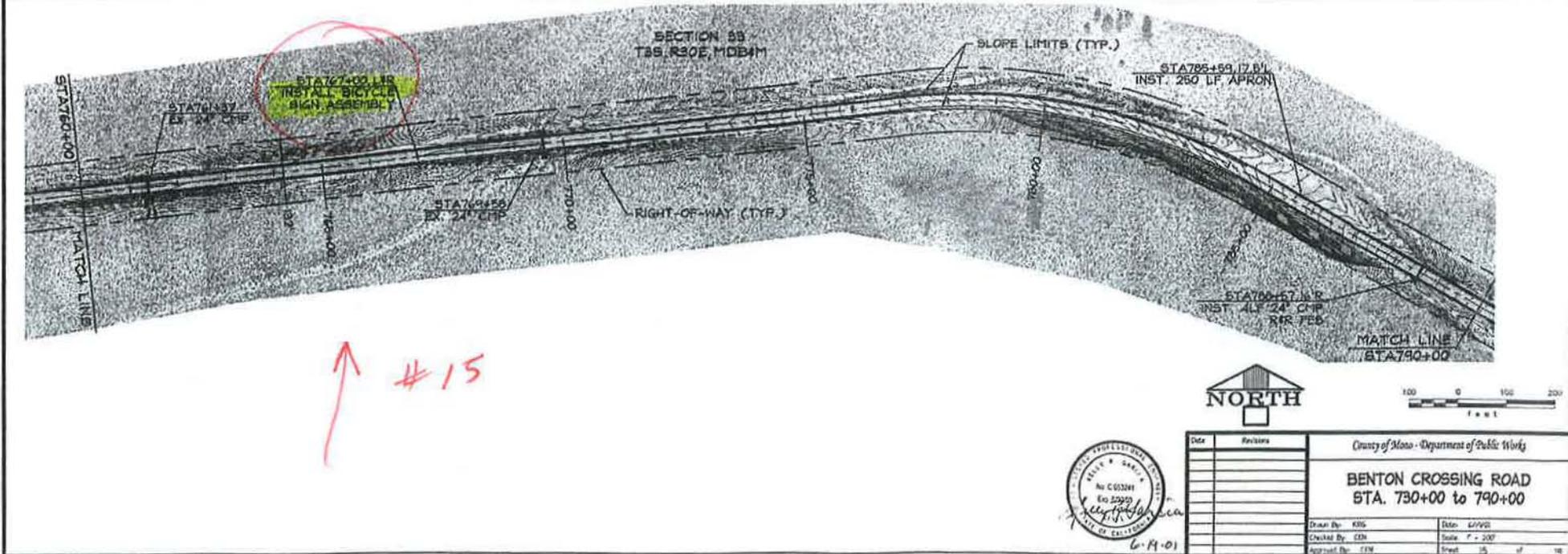
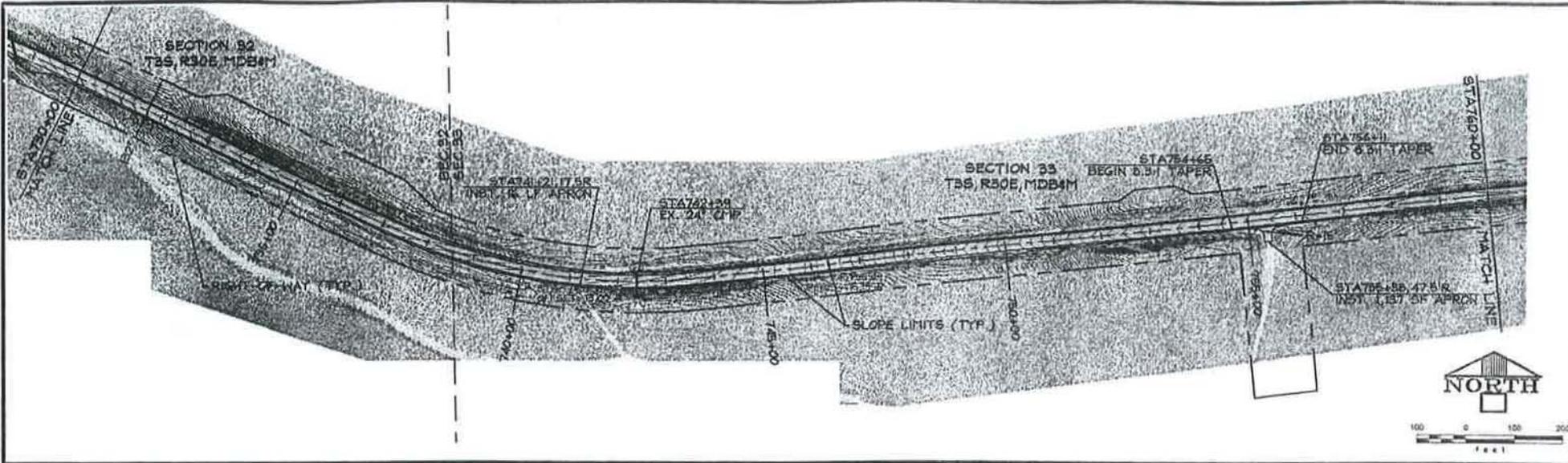


Date	Revisions

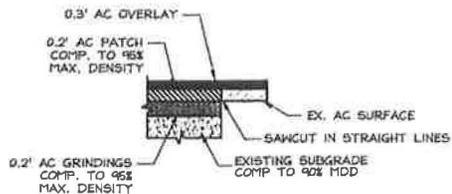
County of Moni - Department of Public Works

BENTON CROSSING ROAD
STA. 670+00 to 730+00

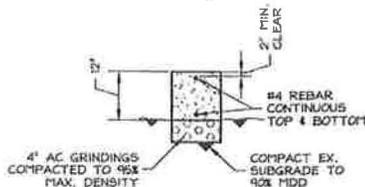
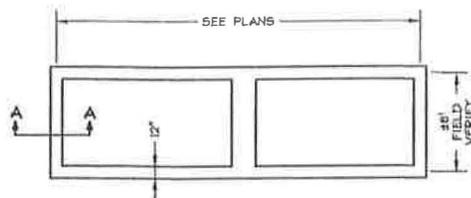
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Checked By: CEN	Scale: 1" = 200'
Printed By: CEN	Sheet: 14 of 15



4-19-01 11:30 AM 19 11 01 02 0001 3426



AC PATCH DETAIL

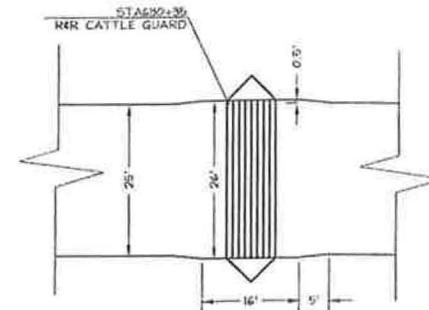


SECTION A-A

NOTES:

1. CONTRACTOR TO VERIFY CATTLE GUARD DIMENSIONS PRIOR TO FORMING CONCRETE FOUNDATION TO CONFIRM ACTUAL DIMENSIONS REQUIRED TO CENTER BASE ON FOUNDATION.
2. CONCRETE WILL BE CLASS 'A'. CONCRETE WILL CONTAIN 4% TO 5% ENTRAINED AIR. CONCRETE WILL BE SEALED WITH SILICONE-BASED SEALER, 'SYNAK' OR APPROVED EQUAL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

CATTLE GUARD FOUNDATION

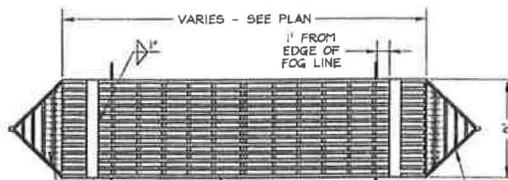


CATTLE GUARD TAPER



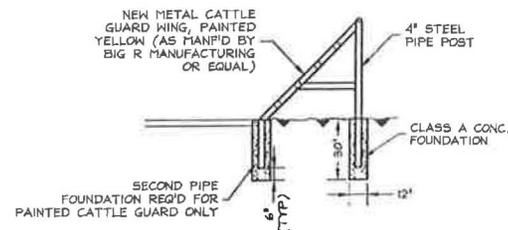
NOTE: WHITE LEGEND ON GREEN BACKGROUND PER CALTRANS SIGN MANUAL

LANDFILL SIGN

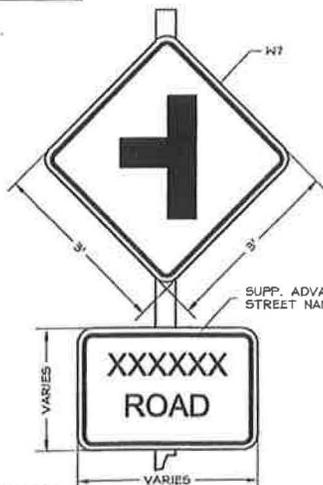


6"X6"X10GA WIRE MESH
BICYCLE PLATE AT EACH SIDE (SEE DETAIL)
FOG LINE (TYP.)
NEW METAL CATTLE GUARD GRID W/ROLL FORMED RAIL SECTION PAINTED YELLOW WITH STEEL/TIMBER BASE H200 LOADING (AS MANFD BY BIG R MANUFACTURING OR EQUAL)
NEW METAL CATTLE GUARD WING (2 TYP.) PAINTED YELLOW

CATTLE GUARD



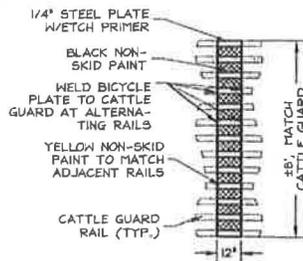
CATTLE GUARD WING



SUPP. ADVANCE STREET NAME SIGN

NOTES:
1. BLACK LEGEND W/YELLOW BACKGROUND
2. SIGNS TO BE PLACED AT INTERSECTIONS WITH WHITMORE TUBS ROAD, PIT ROAD, OWENS RIVER ROAD, WATERSON TROUGHS RD, LAYTON SPRINGS RD., AND OWENS GORGE RD. @ 600' FROM INTERSECTION (12 TOTAL).

ROAD SIGN ASSEMBLY



BICYCLE PLATE DETAIL

NOTES:

1. NON-SKID PAINT TO BE ONE-PART MOISTURE-CURED POLY URETHANE W/RUBBER GRANULAR GRIT, 'DURABAK' OR EQUAL (2 COAT MIN.). STRIPE WIDTH/CONFIGURATION TO MATCH UNDERLYING CATTLE GUARD.
2. CONTRACTOR TO STRIP EX. PAINT/PRIMER FROM CATTLE GUARD RAILS AT WELD LOCATIONS. REPAINT WELD AND RAILS TO MATCH.

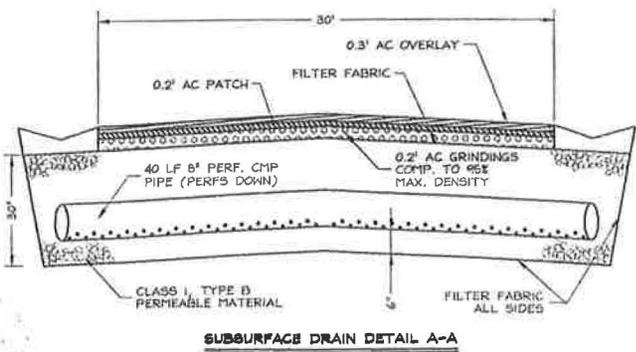
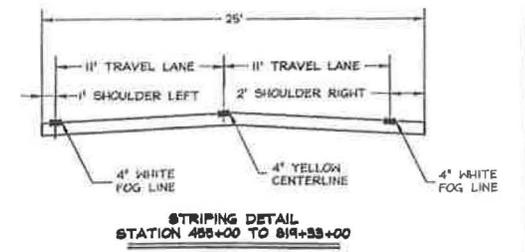
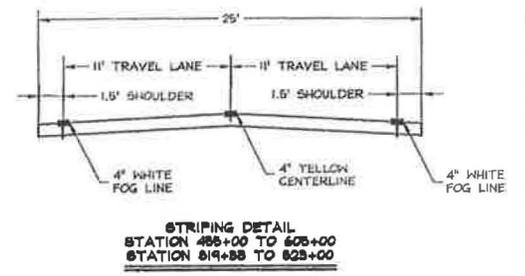
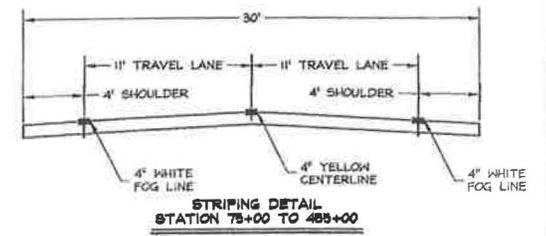
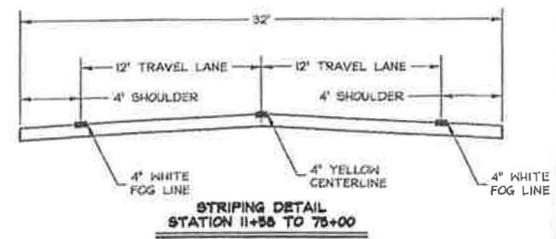
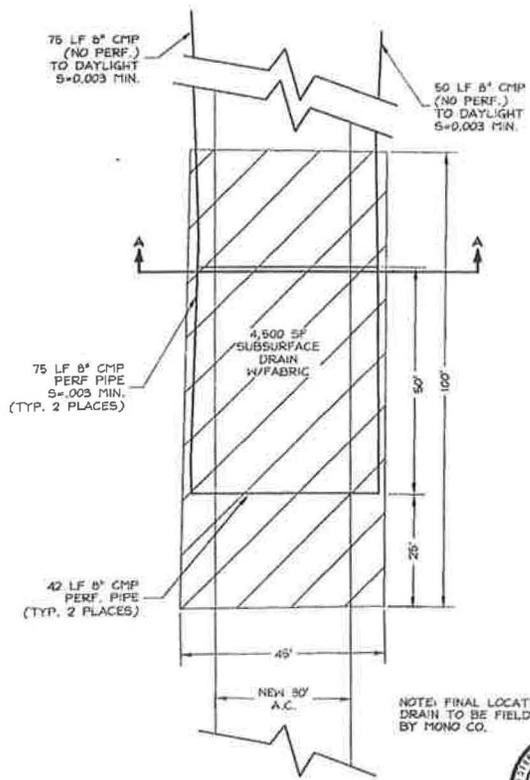
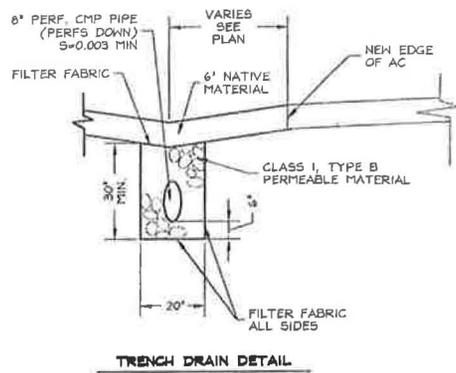
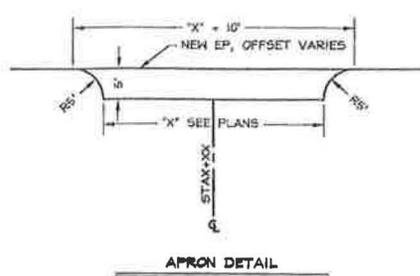
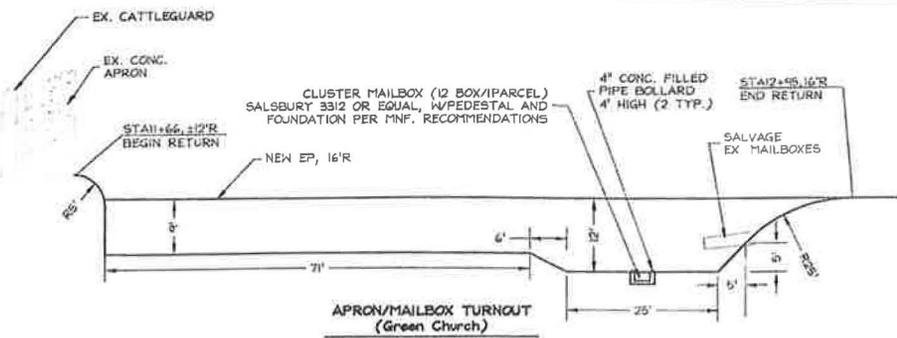


TAPED CATTLE GUARD GRID



Date	Revised	County of Mono - Department of Public Works	
BENTON CROSSING ROAD CONSTRUCTION DETAILS			
Drawn By: KRG	Date: 6/15/08		
Checked By: CDN	Scale: none		
Reviewed By: CDN	Sheet: 17 of 18		

1. 11/15/08 2. 11/15/08 3. 11/15/08 4. 11/15/08 5. 11/15/08 6. 11/15/08 7. 11/15/08 8. 11/15/08 9. 11/15/08 10. 11/15/08 11. 11/15/08 12. 11/15/08 13. 11/15/08 14. 11/15/08 15. 11/15/08 16. 11/15/08 17. 11/15/08 18. 11/15/08 19. 11/15/08 20. 11/15/08 21. 11/15/08 22. 11/15/08 23. 11/15/08 24. 11/15/08 25. 11/15/08 26. 11/15/08 27. 11/15/08 28. 11/15/08 29. 11/15/08 30. 11/15/08 31. 11/15/08 32. 11/15/08 33. 11/15/08 34. 11/15/08 35. 11/15/08 36. 11/15/08 37. 11/15/08 38. 11/15/08 39. 11/15/08 40. 11/15/08 41. 11/15/08 42. 11/15/08 43. 11/15/08 44. 11/15/08 45. 11/15/08 46. 11/15/08 47. 11/15/08 48. 11/15/08 49. 11/15/08 50. 11/15/08 51. 11/15/08 52. 11/15/08 53. 11/15/08 54. 11/15/08 55. 11/15/08 56. 11/15/08 57. 11/15/08 58. 11/15/08 59. 11/15/08 60. 11/15/08 61. 11/15/08 62. 11/15/08 63. 11/15/08 64. 11/15/08 65. 11/15/08 66. 11/15/08 67. 11/15/08 68. 11/15/08 69. 11/15/08 70. 11/15/08 71. 11/15/08 72. 11/15/08 73. 11/15/08 74. 11/15/08 75. 11/15/08 76. 11/15/08 77. 11/15/08 78. 11/15/08 79. 11/15/08 80. 11/15/08 81. 11/15/08 82. 11/15/08 83. 11/15/08 84. 11/15/08 85. 11/15/08 86. 11/15/08 87. 11/15/08 88. 11/15/08 89. 11/15/08 90. 11/15/08 91. 11/15/08 92. 11/15/08 93. 11/15/08 94. 11/15/08 95. 11/15/08 96. 11/15/08 97. 11/15/08 98. 11/15/08 99. 11/15/08 100. 11/15/08



PROFESSIONAL ENGINEER
JERRY R. GARDNER
No. 055211
Exp. 05/2011
10-19-01

Date	Revisions

County of Mono - Department of Public Works

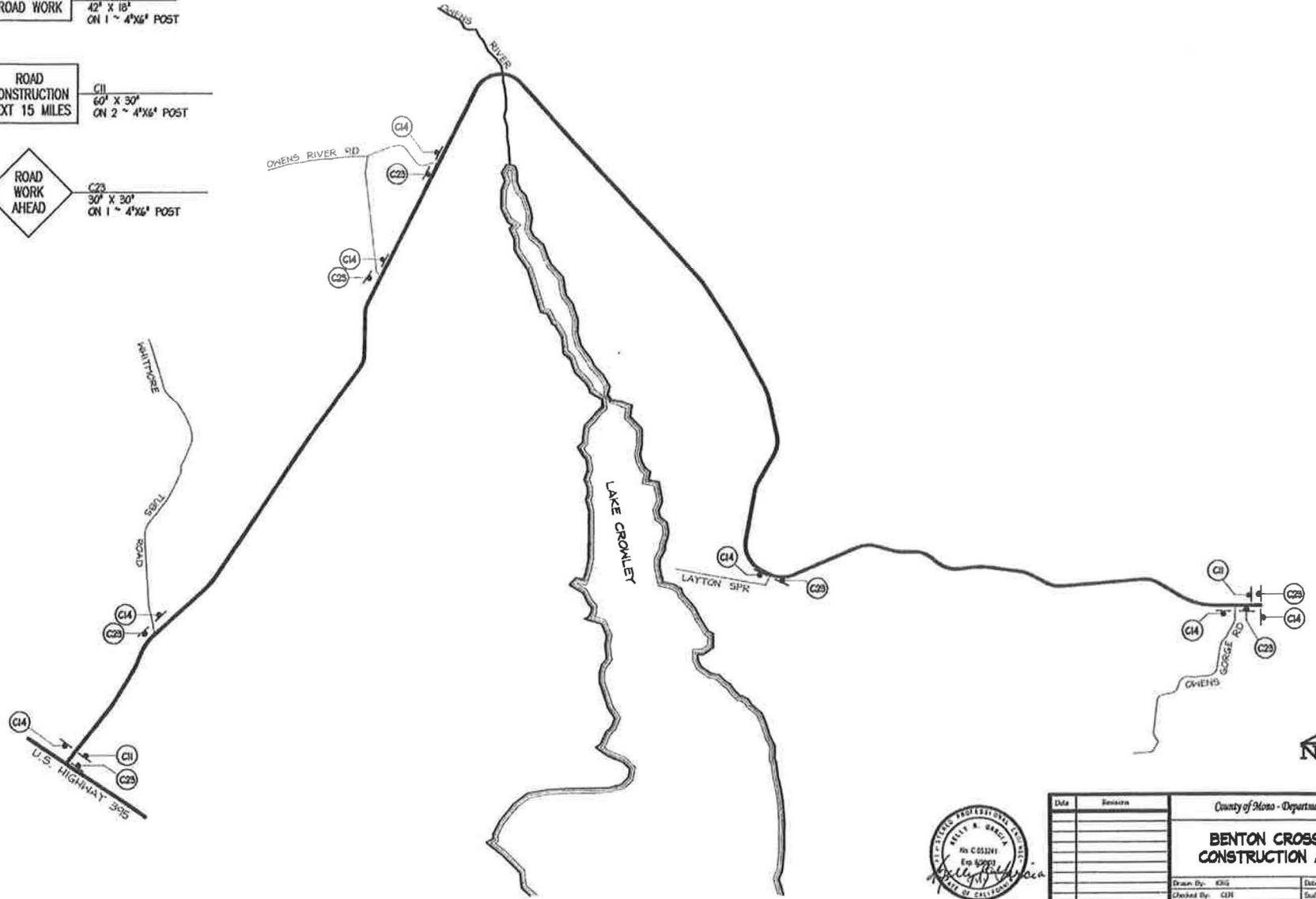
BENTON CROSSING ROAD CONSTRUCTION DETAILS

Drawn By: KRG	Date: 6/11/01
Checked By: CMH	Scale: none
Approved By: CFB	Sheet: 18 of 18

END ROAD WORK C14
42" X 18"
ON 1" ~ 4" X 6" POST

ROAD CONSTRUCTION NEXT 15 MILES C11
60" X 30"
ON 2" ~ 4" X 6" POST

ROAD WORK AHEAD C23
30" X 30"
ON 1" ~ 4" X 6" POST



Date	Revision

County of Mono - Department of Public Works

BENTON CROSSING ROAD CONSTRUCTION AREA SIGNS

Drawn By: KRG	Date: 4/2/01
Checked By: CJH	Scale: N/A
Approved By: CJH	Sheet: 18 of 19

6-19-01

September 9, 2013

STAFF REPORT

Subject: Cost by Route Analysis

Initiated by: John Helm, Executive Director, Eastern Sierra Transit Authority

BACKGROUND

The Triennial Performance audit of the Eastern Sierra Transit Authority that was completed in October of 2011 included a recommendation that operating costs be determined on a route level.

ANALYSIS

Over the course of the past month, the operating data for fiscal year 2012/13 has been compiled. This data is critical to the development of an analysis of ESTA's operating costs on a route level basis. Although the operating data for the fiscal year is complete, the financial information is still evolving as reimbursement revenues continue to be received and operating expenses continue to be recognized and assigned to ESTA's various budget units. It is anticipated that the financial data will be complete by the middle of September. **Due to the fact that the financial data is not complete for the year, the cost-by-route analysis presented in this agenda item is only preliminary and will be revised later this year.**

The cost by route analysis identified the following operating costs:

Expense Category	Methodology
Vehicle Maintenance	Average maintenance cost per mile based on the vehicle type, multiplied times miles per hour for the route (total miles divided by service hours)
Fuel	Average miles per gallon based upon the vehicle type, multiplied times the miles per hour for the route
Administrative Compensation	Total salaries and benefits for management and administrative personnel assigned on a pre-determined basis to ESTA's budget units, divided by the service hours for each route.
Operating Salaries & Benefits	Total salaries and benefits for each of the budget units minus administrative compensation, divided by service hours for each route.

Expense Category	Methodology
Other Operating Expenses	All other operating expenses assigned to each of the budget units divided by the service hours for the budget unit
Note: Average costs per hour for expenses other than fuel and maintenance are applied to specific routes based on the percentage allocation to each budget unit of the individual routes.	

Tables detailing the analysis for each of the cost breakdown categories are listed below:

VEHICLE MAINTENANCE	Service Hours	Miles	MPH	Vehicle Type	Maint. \$/mi.	Maint \$/Svc Hr
Benton to Bishop	297	9,733	32.8	Cutaway	\$0.25	\$8.20
Bishop DAR	9,708	151,178	15.6	Cutaway	\$0.25	\$3.90
June Mtn Shuttle	226	7,474	33.1	Type E	\$0.30	\$9.93
Lancaster	1,347	63,436	47.1	Type E/ Hvy Duty	\$0.35	\$16.49
Lone Pine DAR	1,733	18,241	10.5	Cutaway	\$0.25	\$2.63
Lone Pine/Bishop	1,901	88,676	46.6	Type E	\$0.35	\$16.31
Mammoth DAR	3,152	19,922	6.3	Cutaway	\$0.50	\$3.15
Mammoth Express	997	49,674	49.8	Type E	\$0.35	\$17.43
Mammoth FR	14,814	219,883	14.8	Cutaway/Trolley	\$0.65	\$9.62
Measure U	199	1,788	9	Trolley	\$0.00	\$0.00
MMSA	12,843	207,771	16.2	Hvy Duty	\$0.55	\$8.91
Mule Shuttle	56	661	11.8	Cutaway	\$0.25	\$2.95
Nite Rider	739	11,161	15.1	Cutaway	\$0.25	\$3.78
Reds Meadow	4,858	66,403	13.7	Hvy Duty	\$0.55	\$7.54
Reno	2,040	86,526	42.4	Type E/ Hvy Duty	\$0.35	\$14.84
Tecopa	112	3,369	30.1	Cutaway	\$0.25	\$7.53
Walker DAR	1,373	9,274	6.8	Minivan	\$0.20	\$1.36
Bridgeport-Gardnerville	344	10250	29.8	Cutaway	\$0.25	\$7.45

FUEL	Service Hours	Miles	MPH	Vehicle Type	MPG	Gallons /Svc Hr	Fuel \$/Svc Hr @ (\$3.81/gal)
Benton to Bishop	297	9,733	32.8	Cutaway	8	4.1	\$15.79
Bishop DAR	9,708	151,178	15.6	Cutaway	8	1.95	\$7.51
June Mtn Shuttle	226	7,474	33.1	Type E	7	4.73	\$18.21
Lancaster	1,347	63,436	47.1	Type E/ Hvy Duty	6	7.85	\$29.91
Lone Pine DAR	1,733	18,241	10.5	Cutaway	8	1.31	\$4.99
Lone Pine/Bishop	1,901	88,676	46.6	Type E	7	6.66	\$25.37
Mammoth DAR	3,152	19,922	6.3	Cutaway	8	0.79	\$3.01
Mammoth Express	997	49,674	49.8	Type E	7	7.11	\$27.09
Mammoth FR	14,814	219,883	14.8	Cutaway/Trolley	7	2.11	\$8.04
Measure U	199	1,788	9	Trolley	7	1.29	\$4.91
MMSA	12,843	207,771	16.2	Hvy Duty	4.5	3.6	\$13.72
Mule Shuttle	56	661	11.8	Cutaway	8	1.48	\$5.64
Nite Rider	739	11,161	15.1	Cutaway	8	1.89	\$7.20
Reds Meadow	4,858	66,403	13.7	Hvy Duty	4.5	3.04	\$11.58
Reno	2,040	86,526	42.4	Type E/ Hvy Duty	6	7.07	\$26.94
Tecopa	112	3,369	30.1	Cutaway	8	3.76	\$14.33
Walker DAR	1,373	9,274	6.8	Minivan	14	0.49	\$1.87
Bridgeport-Gardnerville	344	10250	29.8	Cutaway	8	3.73	\$14.21

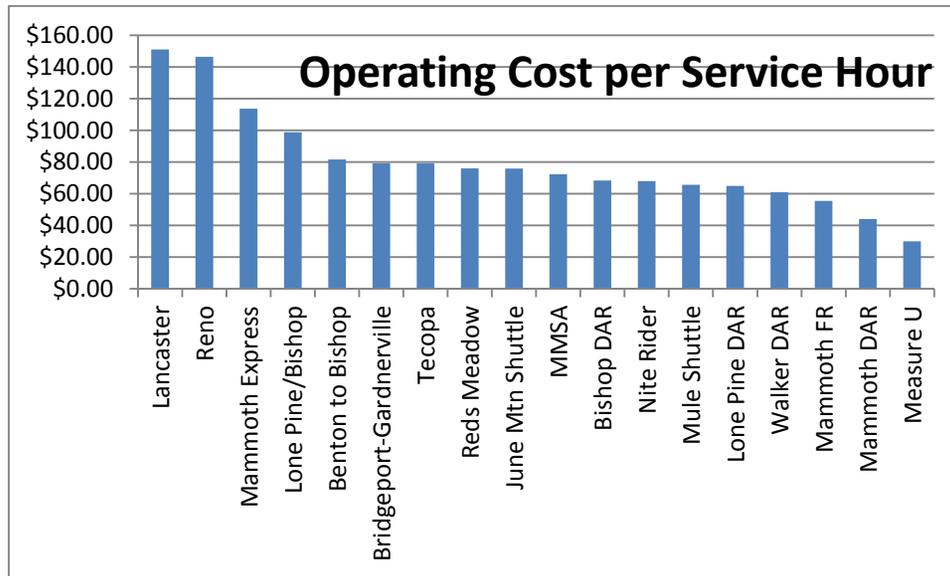
ADMINISTRATIVE COMPENSATION	Service Hours	Admin Comp.	Admin Comp /Svc Hr
Benton to Bishop	297	2,768	\$9.32
Bishop DAR	9,708	90,576	\$9.33
June Mtn Shuttle	226	1,754	\$7.76
Lancaster	1,347	62,770	\$46.60
Lone Pine DAR	1,733	16,152	\$9.32
Lone Pine/Bishop	1,901	17,717	\$9.32
Mammoth DAR	3,152	19,511	\$6.19
Mammoth Express	997	20,658	\$20.72
Mammoth FR	14,814	91,699	\$6.19
Measure U	199	0	\$0.00
MMSA	12,843	58,821	\$4.58
Mule Shuttle	56	522	\$9.32
Nite Rider	739	6,895	\$9.33
Reds Meadow	4,858	52,272	\$10.76
Reno	2,040	95,064	\$46.60
Tecopa	112	1,044	\$9.32
Walker DAR	1,373	12,802	\$9.32
Bridgeport-Gardnerville	344	3,200	\$9.30

OPERATING SALARIES & BENEFITS	Service Hours	Operating Salaries & Benefits	Operating Salaries & Benefits /Svc Hr
Benton to Bishop	297	9,323	\$31.39
Bishop DAR	9,708	315,510	\$32.50
June Mtn Shuttle	226	6,278	\$27.78
Lancaster	1,347	52,641	\$39.08
Lone Pine DAR	1,733	56,600	\$32.66
Lone Pine/Bishop	1,901	61,897	\$32.56
Mammoth DAR	3,152	76,152	\$24.16
Mammoth Express	997	32,911	\$33.01
Mammoth FR	14,814	357,906	\$24.16
Measure U	199	4,808	\$24.16
MMSA	12,843	306,434	\$23.86
Mule Shuttle	56	1,822	\$32.54
Nite Rider	739	24,018	\$32.50
Reds Meadow	4,858	88,999	\$18.32
Reno	2,040	79,723	\$39.08
Tecopa	112	3,658	\$32.66
Walker DAR	1,373	43,099	\$31.39
Bridgeport-Gardnerville	344	10,798	\$31.39

OTHER OPERATING EXPENSES	Service Hours	Other Operating Expenses	Other Operating Expenses /Svc Hr
Benton to Bishop	297	5,031	\$16.94
Bishop DAR	9,708	147,173	\$15.16
June Mtn Shuttle	226	2,764	\$12.23
Lancaster	1,347	25,566	\$18.98
Lone Pine DAR	1,733	26,619	\$15.36
Lone Pine/Bishop	1,901	28,952	\$15.23
Mammoth DAR	3,152	23,703	\$7.52
Mammoth Express	997	15,354	\$15.40
Mammoth FR	14,814	111,401	\$7.52
Measure U	199	189	\$0.95
MMSA	12,843	272,400	\$21.21
Mule Shuttle	56	851	\$15.20
Nite Rider	739	11,203	\$15.16
Reds Meadow	4,858	135,052	\$27.80
Reno	2,040	38,719	\$18.98
Tecopa	112	1,720	\$15.36
Walker DAR	1,373	23,269	\$16.95
Bridgeport-Gardnerville	344	5,817	\$16.91

The table on the following page details all of the operating costs and the total operating costs per service hour for each of the routes.

ROUTE	Service Hours	Miles	MPH	Vehicle Type	Maint. \$/mi.	Maint \$/Svc Hr	MPG	Gallons /Svc Hr	Fuel \$/Svc Hr @ (\$3.81/gal)	Admin Comp.	Admin Comp /Svc Hr	Operating Salaries & Benefits	Operating Salaries & Benefits /Svc Hr	Other Operating Expenses	Other Operating Expenses /Svc Hr	Total Operating Cost	Total Operating Cost /Svc Hr
Benton to Bishop	297	9,733	32.8	Cutaway	\$0.25	\$8.20	8	4.1	\$15.79	2,768	\$9.32	9,323	\$31.39	5,031	\$16.94	\$24,246	\$81.64
Bishop DAR	9,708	151,178	15.6	Cutaway	\$0.25	\$3.90	8	1.95	\$7.51	90,576	\$9.33	315,510	\$32.50	147,173	\$15.16	\$664,003	\$68.40
June Mtn Shuttle	226	7,474	33.1	Type E	\$0.30	\$9.93	7	4.73	\$18.21	1,754	\$7.76	6,278	\$27.78	2,764	\$12.23	\$17,156	\$75.91
Lancaster	1,347	63,436	47.1	Type E/ Hvy Duty	\$0.35	\$16.49	6	7.85	\$29.91	62,770	\$46.60	52,641	\$39.08	25,566	\$18.98	\$203,469	\$151.05
Lone Pine DAR	1,733	18,241	10.5	Cutaway	\$0.25	\$2.63	8	1.31	\$4.99	16,152	\$9.32	56,600	\$32.66	26,619	\$15.36	\$112,569	\$64.96
Lone Pine/Bishop	1,901	88,676	46.6	Type E	\$0.35	\$16.31	7	6.66	\$25.37	17,717	\$9.32	61,897	\$32.56	28,952	\$15.23	\$187,809	\$98.79
Mammoth DAR	3,152	19,922	6.3	Cutaway	\$0.50	\$3.15	8	0.79	\$3.01	19,511	\$6.19	76,152	\$24.16	23,703	\$7.52	\$138,782	\$44.03
Mammoth Express	997	49,674	49.8	Type E	\$0.35	\$17.43	7	7.11	\$27.09	20,658	\$20.72	32,911	\$33.01	15,354	\$15.40	\$113,308	\$113.65
Mammoth FR	14,814	219,883	14.8	Cutaway/Trolley	\$0.65	\$9.62	7	2.11	\$8.04	91,699	\$6.19	357,906	\$24.16	111,401	\$7.52	\$822,608	\$55.53
Measure U	199	1,788	9	Trolley	\$0.00	\$0.00	7	1.29	\$4.91	0	\$0.00	4,808	\$24.16	189	\$0.95	\$5,975	\$30.02
MMSA	12,843	207,771	16.2	Hvy Duty	\$0.55	\$8.91	4.5	3.6	\$13.72	58,821	\$4.58	306,434	\$23.86	272,400	\$21.21	\$928,241	\$72.28
Mule Shuttle	56	661	11.8	Cutaway	\$0.25	\$2.95	8	1.48	\$5.64	522	\$9.32	1,822	\$32.54	851	\$15.20	\$3,676	\$65.65
Nite Rider	739	11,161	15.1	Cutaway	\$0.25	\$3.78	8	1.89	\$7.20	6,895	\$9.33	24,018	\$32.50	11,203	\$15.16	\$50,227	\$67.97
Reds Meadow	4,858	66,403	13.7	Hvy Duty	\$0.55	\$7.54	4.5	3.04	\$11.58	52,272	\$10.76	88,999	\$18.32	135,052	\$27.80	\$369,195	\$76.00
Reno	2,040	86,526	42.4	Type E/ Hvy Duty	\$0.35	\$14.84	6	7.07	\$26.94	95,064	\$46.60	79,723	\$39.08	38,719	\$18.98	\$298,731	\$146.44
Tecopa	112	3,369	30.1	Cutaway	\$0.25	\$7.53	8	3.76	\$14.33	1,044	\$9.32	3,658	\$32.66	1,720	\$15.36	\$8,869	\$79.19
Walker DAR	1,373	9,274	6.8	Minivan	\$0.20	\$1.36	14	0.49	\$1.87	12,802	\$9.32	43,099	\$31.39	23,269	\$16.95	\$83,598	\$60.89
Bridgeport-Gardnerville	344	10250	29.8	Cutaway	\$0.25	\$7.45	8	3.73	\$14.21	3,200	\$9.30	10,798	\$31.39	5,817	\$16.91	\$27,266	\$79.26



FAREBOX RECOVERY RATIO ANALYSIS

The costs for each of the specific routes can be used to more accurately determine the percentage of overall operating costs that is funded with passenger fares (farebox recovery ratio).

ROUTE	Total Operating Cost	Total Operating Cost /Svc Hr	Fares	Farebox Recovery Ratio
Benton to Bishop	\$24,246	\$81.64	\$2,292	9.5%
Bishop DAR	\$664,003	\$68.40	\$99,198	14.9%
June Mtn. Shuttle	\$17,156	\$75.91	\$19,425	113.2%
Lancaster	\$203,469	\$151.05	\$57,178	28.1%
Lone Pine DAR	\$112,569	\$64.96	\$12,831	11.4%
Lone Pine/Bishop	\$187,809	\$98.79	\$38,414	20.5%
Mammoth DAR	\$138,782	\$44.03	\$16,438	11.8%
Mammoth Express	\$113,308	\$113.65	\$27,979	24.7%
Mammoth FR	\$822,608	\$55.53	\$0	0.0%
Measure U	\$5,975	\$30.02	\$0	0.0%
MMSA	\$928,241	\$72.28	\$0	0.0%
Mule Shuttle	\$3,676	\$65.65	\$390	10.6%
Nite Rider	\$50,227	\$67.97	\$11,430	22.8%
Reds Meadow	\$369,195	\$76.00	\$409,791	111.0%
Reno	\$298,731	\$146.44	\$82,225	27.5%
Tecopa	\$8,869	\$79.19	\$582	6.6%
Walker DAR	\$83,598	\$60.89	\$3,841	4.6%
Bridgeport-Gardnerville	\$27,266	\$79.26	\$5,576	20.5%

FY11/12 fare revenue was \$4.1k
= 16.9%

** Contract with TOML provides
\$715k in funding
Measure U service invoiced at
\$45/hr (150% of operating cost)
** Contract with MMSA provided
\$1.12m in funding

CD Ritter

From: Becket, Forest P@DOT <forest.becket@dot.ca.gov>
Sent: Wednesday, September 04, 2013 4:28 PM
To: CD Ritter
Cc: Scott Burns
Subject: FW: Welcome To California panels.

At the last LTC meeting there was an inquire into the missing California Welcome sign on US 6. Replacement signs have been ordered, but it can take up to 6 weeks to get them and then an installation order is placed with the sign crew, who can take a while to get to it. So likely two month before the sign is up.

From: Holland, Donna L@DOT
Sent: Wednesday, September 04, 2013 2:39 PM
To: Becket, Forest P@DOT
Subject: FW: Welcome To California panels.

Ordered.
It takes time due to the contract process.....
4-6 weeks depending on our contractors work load.
Donna

From: Clark, Glenn A@DOT
Sent: Wednesday, September 04, 2013 1:13 PM
To: Holland, Donna L@DOT
Subject: Welcome To California panels.

Donna,

I ordered the Welcome To California panels, ordered 10 of them. I know we will use at least half of them right off, for various routes in which the panels are in various states of wear and tear.

Mono County Community Development Department

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800, fax 924-1801
commdev@mono.ca.gov

Planning Division

PO Box 8
Bridgeport, CA 93517
760-932-5420, fax 932-5431
www.monocounty.ca.gov

Date: August 21, 2013
To: Interested individuals
From: Gerry Le Francois, Principal Planner
Re: Rock Creek Road Improvement Project - Initial Study / Mitigated Negative Declaration

NOTICE OF AVAILABILITY and INTENT TO ADOPT

NOTICE IS HEREBY GIVEN that the Mono County Community Development Department, as lead agency under California Environmental Quality Act (CEQA), has prepared a Mitigated Negative Declaration (MND) and supporting Initial Study for Rock Creek Road Improvement Project and is providing public notice.

Project Title: Rock Creek Road Improvement Project

Project Location: US Highway 395 and Rock Creek Road, 9.1 miles from its junction with US 395 south to the end of the road near Rock Creek Pack Station. The project is in Mono and Inyo counties.

Project Description: The project consists of the rehabilitation, restoration and resurfacing with the addition of a bicycle climbing lane approximately 9.1 miles of FH 89/Rock Creek Road, from its junction with US 395 south to the end of the road near Rock Creek Pack Station. The project will be funded through the Federal Lands Access Program with a local matching grant. Construction will occur over two construction seasons and is scheduled for 2015-16. Access to recreational uses along the length of the road would remain open during construction, although traffic delays and temporary road closures could occur.

Rock Creek Road provides access to Rock Creek Lake, 12 Inyo National Forest campgrounds, two privately owned and operated lodges, a privately owned pack station, recreational areas, and three trailheads. The pavement condition of the segment of Rock Creek Road proposed for rehabilitation is "failed"; rehabilitation is necessary to prevent further deterioration of the road surface.

The road is a two-lane paved roadway with paved widths varying from 22 to 24 feet and variable-width unpaved shoulders, along with multiple unpaved pull-offs and intersecting roadways. The proposed improvements would follow the existing road and would include the following:

- Widening the existing roadway to include two 11-foot travel lanes, a 4-foot wide striped bike lane along the southbound (uphill) travel lane, and 1-foot paved shoulders for a total paved width of 28 feet;
- Rehabilitation or removal of existing pull-outs;
- Extension of existing culverts to accommodate a wider roadway and replacement of older or damaged culverts; and
- Upgrading regulatory/warning signs to meet current standards.

There will be a 30-day public review period. Any comments concerning the findings of the proposed Initial Study/Mitigated Negative Declaration must be submitted in writing and received by Mono County no later than 5 p.m. on **Sept. 25, 2013**. Comments received will be considered by Mono County prior to certification of the Mitigated Negative Declaration and action on the proposed project. Mono County

will adopt the Mitigated Negative Declaration on September 30, 2013. The Proposed Mitigated Negative Declaration and related documents can be viewed online at: <http://monocounty.ca.gov/lrc/page/resources> and scroll down to supporting documents or by visiting the Community Development Department offices in Mammoth Lakes or Bridgeport.

For additional information, comments and/or concerns, contact Gerry Le Francois at 760-924-1810 or at glefrancois@mono.ca.gov.