

# Mono County Local Transportation Commission

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## **SPECIAL MEETING AGENDA**

Thursday, October 17, 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:** September 9, 2013 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
  - A. Review commissioners' LTC priorities (*continued from September meeting*) & provide any desired direction to staff (*Wendy Sugimura*) – **p. 4**
  - B. Receive Convict Lake Road rehabilitation project update on scoping process for Federal Lands Access Program (FLAP) grant funding and provide direction to staff regarding the prioritization of a match in the 2014 STIP (*Garrett Higerd*) – **p. 7**
  - C. Receive 2014 State Transportation Improvement Program (STIP) road rehabilitation project priorities & provide any desired direction to staff (*Garrett Higerd*) – **p. 9**
  - D. Review priorities for Regional Transportation Improvement Program (RTIP) & provide any desired direction to staff (*Gerry Le Francois*) – **p. 12**
  - E. Review proposed changes on Memorandum of Understanding (MOU) for the 14/395 corridor and MOU for US 395 in San Bernardino County & provide any desired direction to staff (*Gerry Le Francois*) – **p. 14**
  - F. Review excerpt of LTC Handbook on membership provisions (*requested by Chair Johnston*) – **p. 34**
6. **LOCAL TRANSPORTATION ISSUES**
  - A. Receive Benton Crossing road signs update (*Jeff Walters*) – **p. 38**
  - B. Consider field trip to Glacier National Park to view Going to the Sun highway (*requested by Chair Johnston*)
7. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA) ridership report – **p. 40**
  - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
  - A. Quarterly report – **p. 45**
  - B. Report activities in Mono County and provide pertinent statewide information

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

9. **INFORMATIONAL**

- A. Governor signs SB 99 - California's TAP program – **p. 47**
- B. Bridges & Tunnels Offer Solution for \$8 Billion Roadkill Problem – **p. 59**
- C. New Zero-Emission Vehicle Resource: Community Readiness Guidebook (*display copy available at meeting*)

10. **UPCOMING AGENDA ITEMS:** 1) Reschedule Nov. 11 meeting

11. **ADJOURN**

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

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

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## DRAFT MINUTES

September 9, 2013

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:06 a.m. at the Town/County Conference room, Minaret Village Mall, Mammoth Lakes, and Commissioner Hogan led the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MINUTES:** August 12, 2013

**MOTION:** Adopt minutes of August 12, 2013, as amended: Item 4: **Met Jeff Walters met**; Item 5A, last line: Mammoth Creek Park **and Meadow Lane**; Item 5B, last sentence: Johnston reminded that **local** projects **probably have undergone less** scrutiny by the CTC; Item 6A: She **was thought ESTA should be** very proud. (*Fesko/Stump. Ayes: 4. Absent: Bacon & Lehman.*)

4. **COMMISSIONER REPORTS:** Fesko: Overlay finished on Conway Summit down to power line road. Drove Airport Road today, saw sad face of Mono County for airline passengers; move up [on priority list]. Twin Lakes Road has no shoulders for cyclists, real safety issue. Keith Park, IT technician, died in motorcycle accident in Idaho, girlfriend injured. Hogan: YARTS advisory committee, on which she serves, will meet Sept. 26 to revise bylaws. In contrast to past rubber-stamped agendas and stale formal meetings, the Eastside had its own meetings and gave its own thoughts. Danna Stroud is new advisory committee chair. The Mammoth Lakes Trails System coordinating committee meets today, merging plans for sidewalks and bike lanes, not just soft surface. Great progress through grants, some by LTC. Stump: Recognition to Mono staff who enabled Caltrans to establish detour during recent flash flood in Old Benton area that destroyed SR 120 and to clear roadway for weekend cycling event. Johnston: Area from Groveland to Crane Flat burned in Rim Fire was only small part of entire burned area that looked "apocalyptic" (Stump). Sonora Pass side had fire apparatus and smoke everywhere.

5. **ADMINISTRATION**

A. **Resolution R13-09 for PTMISEA expenditure plan:** Jill Batchelder cited Proposition 1B funds voters approved several years ago that asked agencies to set up expenditure plan to establish needed bond funding. ESTA has the same projects, pushed out to next bond sale. Procedural question from Commissioner Stump: With only four commissioners present, what would happen with a 3-1 vote? Scott Burns confirmed a majority of those present prevails in 3-1 vote.

**MOTION:** Adopt Resolution R13-09 approving PTMISES 2013 expenditure plan & authorize ESTA executive director to complete and execute all documents for PTMISEA expenditure plan submittal. (*Hogan/Stump. Ayes: 4. Absent: Bacon & Lehman.*)

B. **LTC priorities:** *Continued to October meeting*

C. **Regional Transportation Improvement Program (RTIP):** Gerry Le Francois will continue this item until adoption of RTIP. Share balance went up to \$6.1 million, with reserve of \$8.4 million for MOU projects. Inyo and Caltrans intend to program Olancho-Cartago (O-C) at \$9.3 million. Higerd discussed O-C with Mono Supervisors last week. Freeman Gulch segments 2 and 3 have funding limitations from the MOU partners. Kern Council of Governments (COG) has no capacity to fund those segments, so they're off the table. O-C is its big project.

Commissioner Stump: Kern COG wanted 10% from Mono; would it degrade Mono's image if it does not happen? Le Francois cited revision of MOU with language everyone can live with. Additional money is recognized, but Kern can't repay in 2014 cycle. Regional aspect is involved. Kern has greater Bakersfield area.

Commissioner Hogan noted all projects benefit us, but Kern should not forget Freeman Gulch. *If not 2014, then 2016. Olancho-Cartago is pretty important, closer to us.*

Garrett Higerd noted staff reports to Mono Supervisors (BOS) are in packet. Items all play into prioritization process for 2014 STIP. Hired consultant to assess pavement condition, and Nate Greenberg set up GIS.

Hogan noted Town has pavement management system.

Nate Greenberg recalled Town/Mono worked on scenic byway effort.

Higerd noted past high-level data was expensive to collect. Now data are spotty only on certain roads, and a more streamlined scale of 1-10 has a street-saver system. Evaluate all paved roads every two years to make educated decision about rehab. Airport Road is high priority for BOS. Convict project short-listed, scoping under way, hopefully selected in October, back to BOS on handling match (tapered match: program STIP funds).

Hogan asked if Town's street-saver is similar. Peter Bernasconi described Town's street-saver as much more complicated, requiring annual review. Greenberg indicated getting data into street-saver is worth the time invested, as it helps evaluate needs.

Higerd noted Caltrans invests capital into roads for 10 years. Mono has gap in tool box to maintain pavement. When roads degrade, Mono reconstructs them. If LTC adopts pavement/asset management system, it would give greater flexibility. Final product will be completed in a month or two, then to LTC.

Stump stated community-based view was presented to BOS. Greenberg noted it was not presented to Town. Haislip Hayes focuses on asset management side; two systems are not needed.

Higerd indicated street-saver required IT skills. No limitations on overlaying data such as striping, signage, culverts, guard rails, shoulder width. All data go into same system already maintained.

Suggestion: Shift to pavement maintenance for extending lifetimes of roads. Higerd cited lots of good roads; fog seal could allow restriping.

Le Francois will return with RTIP priorities. Projects were brought up, and top two emerged. Benton Crossing Road high priority for recreational use, east/west transit.

## 6. LOCAL TRANSPORTATION ISSUES

A. **Share-the-Road signage on Benton Crossing Road:** Jeff Walters cited signage overkill on first half of road causes people to not pay attention. Effectiveness of share-the-road signs was documented in 2004. Other signs: Coexist. Share road with numerous other users. Twenty signs, spaced throughout would cost \$3,000. Road budget has plenty of money to cover it.

Commissioner Fesko asked if the 20 would add to the existing 17. *Yes, east- and westbound.* Commissioner Johnston observed signs vandalized, destroyed by car wheels. Consider sign placement, maybe behind guard rail or rocky spot, farther away from road, or back side of ditch. Cyclists do not perceive as many signs as drivers. Commissioner Stump asked about multi-use signs. Walters will bring it up to Caltrans as a pilot project (Johnston cited one by Silver Lake). Commissioner Hogan sees riders and runners out there all the time. Walters will follow up with multi-use signage instead of more signs. Johnston saw this as a perfect project to touch base with Eastside Velo. Stump recalled that Eastside Velo agreed with multi-use. Fesko suggested monitoring signs so they don't keep disappearing. Johnston also thought Eastside Velo might have input on sign location.

## 7. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** John Helm presented a preliminary cost-by-route analysis based on recent triennial performance audit. Cost is about \$65/hr for all services together. Dial-A-Ride mini-van operates at low speed while longer routes average 50 mph. Lancaster has higher share due to grant funding. Range is from \$150/hr for inter-city routes at high speeds with fuel inefficient buses vs. \$40-\$50/hr with smaller vehicles. Analysis will be finalized this fall. Whereas Inyo LTC pays attention to farebox recovery, much of Mono service is fare-free. State requires system-wide farebox recovery of 10%.

Commissioner Stump asked about administrative expenses, especially state & federal. *Identified in grant application, either approved or not.* Stump: Capped at 15%? *Dollar amount, not percentage.*

Commissioner Hogan suggested US Forest Service & National Park Service involvement to reduce price of Reds shuttle. Pursue some grants, keep looking toward that so Reds does not subsidize other routes. *Operating costs and revenues are low due to new buses. ESTA is putting aside for maintenance later. Maybe under MAP-21.* Hogan suggested checking on Sequoia National Park system.

Commissioner Johnston recommended more-fuel-efficient buses.

- B. **Yosemite Area Regional Transportation System (YARTS):** Scott Burns reported status quo for YARTS service despite Rim Fire. SR 120 could reopen by next weekend. Unused funding will keep shuttles going through September. Advisory Committee might meet on separate dates from main YARTS meetings.
8. **CALTRANS:** Caltrans staff is meeting with the tribe today.
9. **INFORMATIONAL**
- A. **Entry signage on US Highway 6:** Welcome to Mono County, Wild by Nature.
- B. **Rock Creek Road Improvement Project:** Eastside Velo sent a support letter. Garrett Higerd reported the environmental document is out, with 95% of design drawings approved. Project will go to bid in a couple of months, with construction during full summers of 2014-15. State toll credits of \$1 million can be used as Mono's match.
10. **UPCOMING AGENDA ITEMS:** 1) Caltrans quarterly report; 2) MOU comments 3) RTIP draft; 4) asset management (Greenberg); 5) Wild by Nature sign; 6) Benton Crossing road signs; 7) field trip to Glacier National Park next year on signage (visual from Glacier?); 8) LTC Handbook review; 9) ESTA ridership report
11. **ADJOURN** at 10:37 a.m. to Special Meeting Thursday, October 17, 2013.

*Prepared by C.D. Ritter, LTC secretary*

## 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                                                                                                                                                                                                                                                                                                             |
| <b>EXISTING POLICIES &amp; PROJECTS</b> |                                                                                                                                                                                                                                                                                                                                                                                     |               |     |                |     |            |    |    |     |    |    |                              |                                                                                                                                                                                                                                                                                                                   |
| 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"> <li>PSR to define scope, design and cost (does it include bike lanes)</li> <li>Program in 2014 RTIP</li> </ul>                                                                                                                                                                 |
| 9                                       | Review County pavement management system results and initiate PSRs for highest priority roads <ul style="list-style-type: none"> <li>Convict Lake Road rehab 11.47% match</li> <li>Community-based projects</li> <li>Maintaining roads &gt;6 PCI</li> <li>Benton Crossing Road rehab</li> <li>In-fill projects</li> <li>Previous project shelved: Owens River Road Rehab</li> </ul> | X             |     | X              |     |            |    | X  | X   |    | X  | staff                        | <ul style="list-style-type: none"> <li>Complete in fall 2013: Bridgeport &amp; Lee Vining streets rehab, Aspen Road paving,</li> <li>In progress/funded: Chalfant and June Lake streets rehab (13-14), Rock Creek Road rehab (14-15)</li> <li>BOS providing direction on 9/3/13 – see attached reports</li> </ul> |
| 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"> <li>Review/refresh existing PID and propose as an MOU project</li> </ul>                                                                                                                                                                                                       |
| 46                                      | a. Re-initiate US 395 N. Sherwin Grade improvement project (LKJ 15)<br>b. Include realignment of Lower Rock Creek Rd intersection                                                                                                                                                                                                                                                   | X             |     | prior          |     | X          |    |    | X   |    | X  |                              | <ul style="list-style-type: none"> <li>Value Analysis exists, need PSR and PID</li> <li>Phase “b.” appears to be higher priority to LTC</li> <li>Options: 1) wait for Caltrans via phased SHOPP, 2) LTC funds via RTIP or MOU project – would take all RTIP funds</li> </ul>                                      |
| new                                     | Ongoing MOU project commitments                                                                                                                                                                                                                                                                                                                                                     | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>Existing MOUs are being updated</li> </ul>                                                                                                                                                                                                                                 |
| 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"> <li>BOS providing direction on 9/3/13 – see attached reports</li> </ul>                                                                                                                                                                                                        |
| new                                     | Southerly Airport Access Road construction – new terminal will trigger                                                                                                                                                                                                                                                                                                              | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>Design and right-of-way acquisition funded</li> </ul>                                                                                                                                                                                                                      |
| new                                     | Meridian Blvd roundabout and signal relocation project cost increase                                                                                                                                                                                                                                                                                                                | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>Final design will be completed this winter and construction funds are programmed for 2015-16</li> </ul>                                                                                                                                                                    |
| new                                     | Mammoth Creek Gap Closure                                                                                                                                                                                                                                                                                                                                                           | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>Former TE-funded project in need of final design and construction funds. Town will be requesting Measure R funds.</li> </ul>                                                                                                                                               |
| new                                     | Main Street Signal project                                                                                                                                                                                                                                                                                                                                                          | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>STIP funds have been expended on this project</li> </ul>                                                                                                                                                                                                                   |
| new                                     | North Main Street Frontage Road                                                                                                                                                                                                                                                                                                                                                     | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>STIP funds have been expended on this project</li> </ul>                                                                                                                                                                                                                   |

## 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"> <li>Retain countywide policy</li> <li>Add RTP policy to specific areas of concern</li> <li>Add policy to implement through rehab projects</li> <li>Identify high priority sections and request minor program projects from Caltrans</li> </ul> |
| 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"> <li>MOU feasibility study exists, numerous conversations have been held</li> <li>Retain Town and RTP policies</li> </ul>                                                                                                                       |
| 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"> <li>Strengthen existing policy</li> <li>PSR to define scope, design and cost</li> <li>Seek funding: future RTIP, FAA funds, future TAP</li> </ul>                                                                                              |
| 8  | Program construction & maintenance of trails & connections at Rock Creek Canyon & Ranch (FS1)                                                                                                                                               | X             |     | X              |     | X          |    | X  |     |    | X  |                              | <ul style="list-style-type: none"> <li>Trail construction &amp; maintenance = HOA</li> <li>Guard rail in progress = County</li> <li>Restrooms = County</li> </ul>                                                                                                                 |
| 23 | Mammoth Airport safety improvements: buildings for safety equipment                                                                                                                                                                         | X             |     |                | X   | X          |    |    |     | X  | X  |                              | <ul style="list-style-type: none"> <li>Strengthen existing policy</li> <li>Seek funding: FAA funds, State Aeronautics</li> </ul>                                                                                                                                                  |

**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"> <li>Partial funding from current development project(s)</li> </ul>                                                                       |
| 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"> <li>PSR for design and cost</li> <li>Program in RTIP or find other funding source</li> <li>BOS to provide direction on 9/3/13</li> </ul> |
| 11  | Connect sidewalk gap from Sierra Boulevard to Minaret                                                                                                    | X             |     | X              |     |            |    |    |     |    |    |                              | <ul style="list-style-type: none"> <li>Town Council to provide direction</li> <li>HSIP submitted</li> <li>Partial funding from current development project(s)</li> </ul>    |
| new | Other County projects: <ul style="list-style-type: none"> <li>Mountain Gate Phase III</li> <li>Bridgeport way-finding tied to School St Plaza</li> </ul> | X             |     | X              |     |            |    |    |     |    |    | RPAC<br>RPAC                 | <ul style="list-style-type: none"> <li>BOS to provide direction on 9/3/13</li> </ul>                                                                                        |

**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

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## LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** October 17, 2013

**FROM:** Garrett Higerd, Senior Engineer

**SUBJECT:** Convict Lake Road Rehabilitation Project – Update on Scoping Process for Federal Lands Access Program (FLAP) Grant Funding

**RECOMMENDATIONS:** Receive staff report and provide direction to staff regarding the prioritization of a match for the Convict Lake Road project in the 2014 STIP.

**FISCAL IMPLICATIONS:** \$6,080 of Mono Local Transportation Commission (LTC) funds to date for scoping documents. If approved, the project is expected to cost approximately \$5,395,000. Federal Lands Access Program (FLAP) funds will contribute \$4,776,000 (88.53%) and the County would be responsible for a local match of \$619,000 (11.47%). Funding for the match is available in the 2014 State Transportation Improvement Program if approved 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.

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

**RTP / RTIP CONSISTENCY:** This project is proposed for inclusion in the 2014 RTP/RTIP.

**DISCUSSION:** 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 21<sup>st</sup> 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 8<sup>th</sup> 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. Public Works staff met with the FHWA, their consultants, and the Inyo National Forest for a scoping meeting on August 7<sup>th</sup>.

Scoping documents were prepared by FHWA contractors and submitted to the PDC on September 18<sup>th</sup> and the **Convict Lake Road project was selected for funding at the October**

**3<sup>rd</sup> meeting.** FHWA has tentatively scheduled construction for 2017 and they would like to move forward with environmental and design work as soon as possible.

The FHWA has submitted a draft Project Agreement that provides the following basic framework for the 11.47% local match (\$619,000 total):

- \$68,000 to be invoiced at the initiation of Preliminary Engineering.
- \$495,000 to be invoiced on a monthly basis as progress payments are made to the contractor (in 2017).
- \$56,000 contingency account for variations in engineering and construction costs. To be invoiced, if needed, on a monthly basis as progress payments are made to the contractor.

Staff recommends that the Mono LTC program the match for the Convict Lake Road project in the 2014 STIP. This will effectively leverage STIP funds to allow delivery of this important project without any impact to the general fund. In order to expedite the Preliminary Engineering, staff also recommends that the 2012 STIP be amended to include \$68,000 for environmental and engineering.

Please contact me at 760.932.5457 or by email at [ghigerd@mono.ca.gov](mailto:ghigerd@mono.ca.gov) if you have any questions regarding this report.

Respectfully submitted,



Garrett Higerd, P.E.  
Senior Engineer

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## LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** October 17, 2013

**FROM:** Garrett Higerd, Senior Engineer

**SUBJECT:** 2014 State Transportation Improvement Program (STIP) Road Rehabilitation  
Project Priorities

**RECOMMENDATIONS:** Receive update on Mono County Board of Supervisors new project priorities for the 2014 STIP.

**FISCAL IMPLICATIONS:** See approximate project costs below. More detailed cost estimates will be prepared with updated Project Study Reports.

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

**RTP / RTIP CONSISTENCY:** These projects are proposed for inclusion in the 2014 RTP/RTIP.

**DISCUSSION:** The 2014 STIP Fund Estimate is approximately \$6.1 million. Approximately \$1 million needs to go toward the Olancha/Cartago MOU and approximately \$1 million should be set aside in our reserves for future MOU projects. This means that there is capacity for approximately \$4.1 million in new local projects (between Mono County and the Town of Mammoth Lakes).

On Tuesday, October 15, 2013 the following recommendations for 2014 STIP Projects were presented to the Board of Supervisors:

1. **Rehabilitation of Airport Road & a portion of Hot Creek Hatchery Road** – Approximately 1.6 miles of road costing approximately \$1 million. This project could potentially be expanded to include a re-configuration of the intersection, but the feasibility and costs require additional scoping. Also, care needs to be taken to ensure that future expansion of the airport is not impeded by changes to the road alignment.
2. **Convict Lake Road FLAP Match** – This project would provide an 11.47% local match (approximately \$619,000) for the Federal Lands Access Program (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 resources to administer. The total cost for the project is estimated at \$4.9 million including complete replacement of retaining walls.
3. **Preventative Maintenance Program based on Pavement Management System (PMS) and Utilizing Best Management Practices (BMPs)** – This project would invest approximately \$1 million to protect roads that were rehabilitated between five and fifteen years ago using our updated 2013 Pavement Management System. Examples of roads

in this category include Benton Crossing Road, Crowley Lake Drive, Lower Rock Creek Road, and Eastside Lane. This approach will stretch funding to treat four to twelve times more road area than a traditional rehabilitation project. 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 five to fifteen years.

Obviously, this is not a complete list of potential projects. Staff has been compiling a complete list of potential projects for inclusion in the Regional Transportation Plan (RTP) Financial Element update. See a draft of the project list attached as Exhibit A. If anything is missing, please let me know.

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

Attachment: Exhibit A

MONO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

Continued

| County                                   | Long Range Local Roadway Improvement Program           | Project Description |
|------------------------------------------|--------------------------------------------------------|---------------------|
| <b>Road Rehabilitation Projects</b>      |                                                        |                     |
| Mono                                     | Airport Road (Lee Vining)                              |                     |
| Mono                                     | Airport Road and Hot Creek Hatchery Road               |                     |
| Mono                                     | Antelope Springs Road                                  |                     |
| Mono                                     | Benton Crossing Road                                   |                     |
| Mono                                     | Buckeye Road                                           |                     |
| Mono                                     | Cemetery Road                                          |                     |
| Mono                                     | Convict Lake Road                                      |                     |
| Mono                                     | Crowley Lake Drive                                     |                     |
| Mono                                     | Cunningham Lane                                        |                     |
| Mono                                     | Eastside Lane                                          |                     |
| Mono                                     | Hackamore Lane                                         |                     |
| Mono                                     | Hunewill Ranch Road                                    |                     |
| Mono                                     | Lower Rock Creek Road                                  |                     |
| Mono                                     | Lundy Canyon Road                                      |                     |
| Mono                                     | McGee Creek Road                                       |                     |
| Mono                                     | Mt. Morrison Road                                      |                     |
| Mono                                     | Northshore Drive                                       |                     |
| Mono                                     | Oil Plant Road                                         |                     |
| Mono                                     | Owens Gorge Road                                       |                     |
| Mono                                     | Owens River Road                                       |                     |
| Mono                                     | Pit Road                                               |                     |
| Mono                                     | Ramp Road                                              |                     |
| Mono                                     | Rock Creek Road                                        |                     |
| Mono                                     | Sawmill Road                                           |                     |
| Mono                                     | Sherwin Creek Road                                     |                     |
| Mono                                     | Substation Road                                        |                     |
| Mono                                     | Small Meadows Road                                     |                     |
| Mono                                     | Test Station Road                                      |                     |
| Mono                                     | Twin Lakes Road                                        |                     |
| Mono                                     | Utility Road                                           |                     |
| Mono                                     | Virginia Lakes Road                                    |                     |
| Mono                                     | Yellow Jacket Road                                     |                     |
| <b>Bridge Projects</b>                   |                                                        |                     |
| Mono                                     | Topaz Lane Bridge Repairs                              |                     |
| Mono                                     | Cunningham Lane Bridge Replacement                     |                     |
| Mono                                     | Bridge Repairs and Replacements as Identified          |                     |
| <b>Preventative Maintenance Projects</b> |                                                        |                     |
| Mono                                     | County-Wide Projects as Identified by the Adopted PMIS |                     |
| Mono                                     |                                                        |                     |
| <b>Complete Street Projects</b>          |                                                        |                     |
| Mono                                     | Bridgeport Pedestrian/Bicycle Improvements             |                     |
| Mono                                     | Twin Lakes Road Bike Lanes                             |                     |
| Mono                                     | Lower Rock Creek Road Bicycle Climbing Lane            |                     |
| Mono                                     | Paradise Trail System                                  |                     |

MONO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

Continued

| County                                           | Long Range Local Roadway Improvement Program                    | Project Description |
|--------------------------------------------------|-----------------------------------------------------------------|---------------------|
| <b>Road Rehabilitation Projects by Community</b> |                                                                 |                     |
| Mono                                             | Benton                                                          |                     |
| Mono                                             | Bridgeport                                                      |                     |
| Mono                                             | Chalfant                                                        |                     |
| Mono                                             | Coleville                                                       |                     |
| Mono                                             | Conway Ranch                                                    |                     |
| Mono                                             | Crowley Lake                                                    |                     |
| Mono                                             | Hammil Valley                                                   |                     |
| Mono                                             | June Lake                                                       |                     |
| Mono                                             | Lee Vining                                                      |                     |
| Mono                                             | Mono City                                                       |                     |
| Mono                                             | Paradise                                                        |                     |
| Mono                                             | Sunny Slopes                                                    |                     |
| Mono                                             | Small Meadows                                                   |                     |
| Mono                                             | Topaz                                                           |                     |
| Mono                                             | Walker                                                          |                     |
| Mono                                             | White Mountain Estates                                          |                     |
| <b>Main Street Revitalization Projects</b>       |                                                                 |                     |
| Mono                                             | June Lake (SR 158)                                              |                     |
| Mono                                             | Lee Vining (SR 395)                                             |                     |
| Mono                                             | Bridgeport (SR 395)                                             |                     |
| <b>Miscellaneous Improvement Projects</b>        |                                                                 |                     |
| Mono                                             | Bridgeport Wayfinding                                           |                     |
| Mono                                             | County-Wide Transit Stop Improvements                           |                     |
| Mono                                             | Fuel System Upgrades                                            |                     |
| Mono                                             | ITS Upgrades - Transit and Emergency Services                   |                     |
| Mono                                             | Public Works ITS Monitoring Program                             |                     |
| Mono                                             | Stabilization of Cut Slopes                                     |                     |
| Mono                                             | Road Shop Facility Improvements                                 |                     |
| Mono                                             | Road Shop Site Improvements                                     |                     |
| Mono                                             | Safety Upgrades - Culverts, Guard Rail, Signage, Striping, etc. |                     |
| <b>Class 1 Bike Path Projects</b>                |                                                                 |                     |
| Mono                                             | Bridgeport Trail System                                         |                     |
| Mono                                             | Chalfant Loop Road                                              |                     |
| Mono                                             | Lower Rock Creek Road to Tom's Place Connector                  |                     |
| Mono                                             | Mountain Gate Phase 3 Trail                                     |                     |
| Mono                                             | Owens Gorge Road to Benton Crossing Connector                   |                     |
| Mono                                             | Paradise Trail System                                           |                     |
| <b>New Road / Road Extension Projects</b>        |                                                                 |                     |
| Mono                                             | Bodie Road - Construct Last 2 Miles to State Park               |                     |
| Mono                                             | Lower Rock Creek Road to Crowley Lake Drive                     |                     |
| Mono                                             | Mono City Emergency Access Road                                 |                     |
| Mono                                             | Owens Gorge Road to Benton Crossing                             |                     |
| Mono                                             | Petersen Tract Emergency Access Road                            |                     |
| Mono                                             | Small Meadows Emergency Access Road                             |                     |

# Mono County Local Transportation Commission

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## Staff Report

October 17, 2013

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** 2014 Regional Transportation Improvement Program (RTIP) priorities

**RECOMMENDATIONS:**

Review priorities for the upcoming RTIP and provide any desired direction to staff.

**FISCAL IMPLICATIONS:**

The Regional Transportation Improvement Program funds local and regional transportation projects in Mono County. The estimate for programming Mono RTIP shares is approximately \$6.3 million.

**ENVIRONMENTAL COMPLIANCE:**

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

**RTP / RTIP CONSISTENCY:**

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

**DISCUSSION:**

The RTIP occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The California Transportation Commission (CTC) adopted the 2014 fund estimate on Aug/ 6, 2013. As in prior RTIPs, any new capacity or available new funding is likely to be available in the latter years of this five-year cycle. The 2014 RTIP is due to the CTC by Dec. 15, 2013. The public hearing for south state projects is Feb. 4, 2014. The CTC adopts the State Transportation Improvement Program on March 19, 2014.

**MOU projects**

The known funding needs for the 2014 RTIP include Olancho-Cartago with funding request of \$9.3 million. Freeman Gulch segments 2 and 3 have programming limitation from our MOU, so no additional funds are programmed in 2014.

The attached spreadsheet shows our current projects, MOU funding for Olancho-Cartago, a reserve, replacement buses, and Planning, Programming, and Monitoring funding. This would allow for approximately \$3.8 million in new programming for local projects. Both the Town of Mammoth Lakes and Mono County will discuss possible projects at today's meeting.

## Draft - MONO 2014 RTIP

| MCLTC program priorities for 2014           | Agency               | Rte | PPNO        | Project                                                                                           | Total      | Prior | 14-15 | 15-16 | 16-17 | 17-18      | 18-19      | notes                                                                                                                                              |
|---------------------------------------------|----------------------|-----|-------------|---------------------------------------------------------------------------------------------------|------------|-------|-------|-------|-------|------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PROPOSED 2014 RTIP PROGRAMMING</b>       |                      |     |             |                                                                                                   |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Caltrans             | 14  | 8042A       | Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1                                                  | 4,489      | 250   | 1,130 | 0     | 3,109 | 0          | 0          | Kern COG loan of 20% from Inyo & Mono - 2014 need of 3.6m not programmed<br>1.03 m not programmed<br>9.3m programmed<br>hold<br>PA&ED only in work |
|                                             | Caltrans             | 14  | 8042B       | Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2                                                  | 3,258      | 0     | 0     | 975   | 2,283 | 0          | 0          |                                                                                                                                                    |
|                                             | Caltrans             | 14  | 8024C       | Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3                                                  |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Caltrans             | 395 | 170         | Olancha-Cartago 4-lane expressway (RIP 10%)                                                       | 12,205     | 1,200 | 1,655 | 0     | 0     | 9,350      | 0          |                                                                                                                                                    |
|                                             | Caltrans             | 395 | 8539        | Kern, Inyokern 4-lane (RIP 10%)                                                                   | 310        | 310   | 0     | 0     | 0     | 0          | 0          |                                                                                                                                                    |
|                                             | Caltrans             | 395 | 260B        | SBD, Rt 15-Farmington, widen (RIP)                                                                | 2,000      | 2,000 | 0     | 0     | 0     | 0          | 0          |                                                                                                                                                    |
|                                             | Mammoth Lakes        | loc | 2546        | Canyon Blvd, Forest Trail-Hillside Dr rehab                                                       | 3,685      | 3,685 | 0     | 0     | 0     | 0          | 0          |                                                                                                                                                    |
|                                             | Mammoth Lakes        | loc | 2595        | Meridian Roundabout & signal relocation to Sierra Park                                            | 2,645      | 35    | 0     | 2,610 | 0     | 0          | 0          |                                                                                                                                                    |
| <b>New</b>                                  | <b>Mammoth Lakes</b> |     |             | <b>TBD</b>                                                                                        |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Mono County          | loc | 2561        | June Lake streets rehab - cost increase 350k                                                      | 3,657      | 3,657 | 0     | 0     | 0     | 0          | 0          |                                                                                                                                                    |
|                                             | Mono County          | loc | 2563        | Chalfant streets rehab - cost increase 200k                                                       | 1,484      | 1,484 | 0     | 0     | 0     | 0          | 0          |                                                                                                                                                    |
| <b>New</b>                                  | <b>Mono County</b>   |     |             | <b>TBD</b>                                                                                        |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Mono LTC             |     | 2003        | Planning, programming, and monitoring                                                             | 590        | 130   | 130   | 130   | 200   | 0          | 0          |                                                                                                                                                    |
| <b>New</b>                                  | <b>Mono LTC</b>      |     | <b>2003</b> | <b>PPM</b>                                                                                        |            |       |       |       |       | <b>150</b> | <b>150</b> |                                                                                                                                                    |
| <b>Rail and Transit Project Proposals:</b>  |                      |     |             |                                                                                                   |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Mono LTC             | bus | 2566        | Replacement buses, Eastern Sierra Transit Authority (ESTA)<br>assumes these buses are federalized | 90         | 90    | 90    | 0     | 0     | 0          | 0          |                                                                                                                                                    |
| <b>New</b>                                  |                      |     |             | <b>Bus replacement for ESTA</b>                                                                   | <b>180</b> |       |       |       |       |            |            | confirm with ESTA's need                                                                                                                           |
| <b>Active Transportation Program (TAP):</b> |                      |     |             |                                                                                                   |            |       |       |       |       |            |            |                                                                                                                                                    |
| <b>New</b>                                  |                      |     |             | <b>TBD (SB99)</b>                                                                                 |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Mammoth Lakes        | old |             | Mammoth Creek gap closure (TE \$1.916k)                                                           |            |       |       |       |       |            |            |                                                                                                                                                    |
|                                             | Mono County LTC      | old |             | TE Reserve - program deleted under MAP-21 (954k)                                                  |            |       |       |       |       |            |            |                                                                                                                                                    |

|            |                |     |     |                                                                   |               |
|------------|----------------|-----|-----|-------------------------------------------------------------------|---------------|
|            |                |     |     | Balance of STIP Shares                                            | 8,439         |
|            |                |     |     | New programming or STIP shares for 2014 (includes lapses of 165k) | 6,331         |
|            |                |     |     | <b>total</b>                                                      | <b>14,770</b> |
| <b>New</b> | Caltrans       | 395 | 170 | Olancha-Cartago 4-lane expressway (RIP 10%)                       | 9,350         |
|            | Mono LTC       |     |     | Reserve for future MOU project needs +/-                          | 1,000         |
|            | Mono LTC       |     |     | Replacement buses for ESTA                                        | 180           |
|            | Mono LTC       |     |     | Planning, Programming & Monitoring (\$50k from 16/17)             | 500           |
|            |                |     |     | <b>subtotal</b>                                                   | <b>11,030</b> |
|            |                |     |     | remaining 2014 RTIP capacity +/-                                  | 3,740         |
| <b>New</b> | <b>TOML</b>    |     |     | <b>TOML</b>                                                       | <b>1,870</b>  |
| <b>New</b> | <b>Mono Co</b> |     |     | <b>Mono Co</b>                                                    | <b>1,870</b>  |

## Mono County Local Transportation Commission

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### LTC Staff Report

October 17, 2013

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** Memoranda of Understanding (MOU) for the 14/395 corridor and for US 395 in San Bernardino County

**RECOMMENDATIONS:** Review the 14/395 corridor MOU and the 395 MOU, and provide any desired direction to staff.

**FISCAL IMPLICATIONS:** See discussion below

**ENVIRONMENTAL COMPLIANCE:** Not applicable

**RTP / RTIP CONSISTENCY:** These projects are consistent with the Regional Transportation Plan and requires future programming in Regional Transportation Improvement Programs.

**DISCUSSION:** The first MOU Mono County LTC entered into was for projects on the 14/395 corridor from Mojave to Topaz. This MOU includes the State, Inyo County, Mono County and Kern Council of Governments (Kern COG) and sets forth the following project funding formula:

- 40% funded by the County in which the project is located,
- 40% funded by the State Interregional Improvement Program (IIP), and
- 10% funded by the two remaining Counties.

In the 2012 Regional Transportation Improvement Program (RTIP), the Mono County LTC and the Inyo LTC each programmed \$2.2 million in additional funds (i.e., 30% of project costs as opposed to 10%) toward completion of segment 2 of the Freeman Gulch project. This was in response to the Kern COG's inability to program funds to meet its 40% share due to commitments it had made to other projects. Kern COG has indicated that it will "repay" this advance by Inyo and Mono by programming additional funds to MOU projects in the future.

The second MOU was entered into for purposes of improving the US 395 corridor in San Bernardino County. This MOU includes the State, Inyo County, Mono County, Kern COG, and San Bernardino Associated Governments (SANBAG). This 395 MOU funds only the planning approval and environmental document on 395 from State Route 58 south to Adelanto, and specifies a one-time funding requirement of:

- \$2 million from Inyo County,
- \$2 million from Mono County,
- \$2 million from Kern COG,

- \$4 million from SANBAG, and
- \$4 million from the State IIP

The Eastern California Transportation Planning Partnership (ECTPP), which is comprised of Inyo LTC, Mono LTC, Kern COG, and SANBAG, has proposed the two attached MOUs for discussion and comments by the various signatory parties.

**ATTACHMENTS**

- Draft 14/395 MOU and Original MOUs
- Draft 395 MOU and Original MOU

**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION  
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND  
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County ~~and Mono~~ and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

**RECITALS**

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they ~~previously~~ entered into ~~a~~ Memorandums of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

**ROLES AND RESPONSIBILITIES**

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. ~~This MOU does not replace or modify any other preexisting MOU between any or all parties.~~ Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

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**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION  
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND  
KERN COUNCIL OF GOVERNMENTS**

**PROPOSED PROJECTS AND FUNDING**

**Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:**

**Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.**

- **Achieve Project Approval and Environmental Document (completed for all 3 segments).**
- **Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).**
- **Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).**

**Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.**

- **Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).**

**Widen U.S. 395 in Inyo County - Olancha Cartago**

**A project in Mono County that has yet to be determined and is located on either US 395 or SR 120**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment ~~BA~~ to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located;
- 40% by the State IIP; and
- 10% each by the two remaining County's RIPs.

**FREEMAN GULCH PROJECT PROVISIONS**

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's ~~restore this programming~~ in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS**

**Kern Council of Governments**

\_\_\_\_\_  
Harold W. Hanson, Chairperson

\_\_\_\_\_  
Phillip W. Hall, Deputy County Counsel

\_\_\_\_\_  
Ahron Hakimi, Executive Director

**Inyo County Local Transportation Commission**

\_\_\_\_\_  
Robert Kimball, Chairman

\_\_\_\_\_  
Dana Crom, Deputy County Counsel

\_\_\_\_\_  
Clint Quilter, Executive Director

**Mono County Local Transportation Commission**

\_\_\_\_\_  
~~Kathleen Cage~~Larry Johnston, Chairperson

\_\_\_\_\_  
Marshall Rudolph, County Counsel

\_\_\_\_\_  
Scott Burns, Executive Director

**CALTRANS ACKNOWLEDGMENT:**

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

\_\_\_\_\_  
Thomas P. Hallenbeck, District Director  
Caltrans, District 9

\_\_\_\_\_  
Sharri Bender-Ehlert, District Director  
Caltrans, District 6

**MEMORANDUM OF UNDERSTANDING****BETWEEN****INYO COUNTY LOCAL TRANSPORTATION COMMISSION,  
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND  
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

**RECITALS**

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

**ROLES AND RESPONSIBILITIES**

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

#### **PROPOSED PROJECTS AND FUNDING**

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancho/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have , by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

**Kern Council of Governments**

Cathy L. Prout 1-11-99  
Cathy Prout Date  
Chairman

Kirk Perkins 1/8/99  
Kirk Perkins Date  
Deputy County Counsel

Ron Brummett 1/7/99  
Ron Brummett Date  
Executive Director

**Inyo County Local Transportation Commission**

Robert Kimball  
Robert Kimball Date  
Chairman

Paul Bruce for 1/7/99  
Paul Bruce Date  
County Counsel

Jeff Lewett 1-7-99  
Jeff Lewett Date  
Executive Director

**Mono County Local Transportation Commission**

Joann Ronci 1-7-99  
Joann Ronci Date  
Chairman

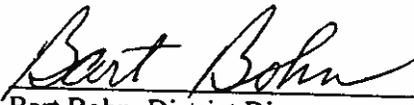
Marshall Rudolph 1/7/99  
Marshall Rudolph Date  
County Counsel

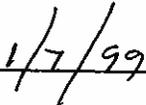
Scott Burns 1-7-99  
Scott Burns Date  
Executive Director

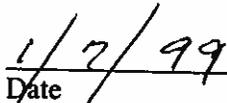
**CALTRANS ACKNOWLEDGMENT:**

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.

  
\_\_\_\_\_  
Thomas P. Hallenbeck, District Director  
Caltrans, District 09

  
\_\_\_\_\_  
Bart Bohn, District Director  
Caltrans, District 06

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Date

## Attachment A

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,  
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND  
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

**RECITALS**

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

**ROLES AND RESPONSIBILITIES**

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

## Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

### **PROPOSED PROJECTS AND FUNDING**

**For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:**

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located

40% by the State IIP

10% each by the two remaining County's RIPs

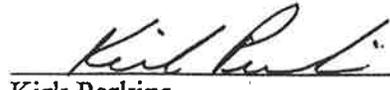
Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

**Kern Council of Governments:**

Approved as to form:

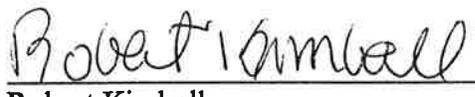
  
Philip Smith  
Chairperson

  
Kirk Perkins  
Deputy County Counsel

  
Ronald E. Brummett  
Executive Director

**Inyo County Local Transportation Commission**

Approved as to form:

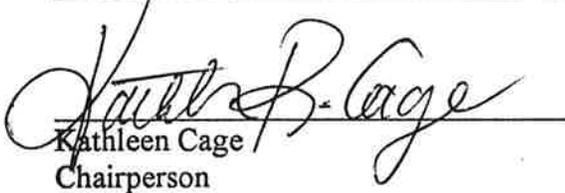
  
Robert Kimball  
Chairman

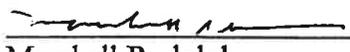
  
Paul Bruce  
County Counsel

  
Jeff Lewett  
Executive Director

**Mono County Local Transportation Commission**

Approved as to form:

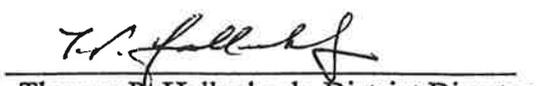
  
Kathleen Cage  
Chairperson

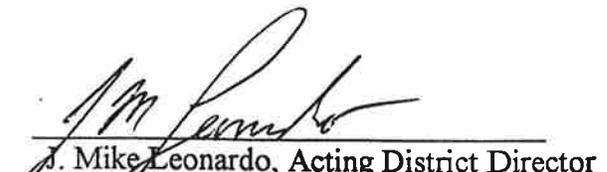
  
Marshall Rudolph  
County Counsel

  
Scott Burns  
Executive Director

**CALTRANS ACKNOWLEDGMENT:**

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

  
Thomas P. Hallenbeck, District Director  
Caltrans, District 9

  
J. Mike Leonardo, Acting District Director  
Caltrans, District 6



## ATTACHMENT B

## 2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

| MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed                                                                                                                           |        |                       |                 |                           |                 |                                 |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------------------|-----------------|---------------------------|-----------------|---------------------------------|------------------------|
|                                                                                                                                                                                                                  | FY     | IIP                   | Inyo            | Kern                      | Mono            | Total                           | Status                 |
| (Kern) North Mojave 4-Lane                                                                                                                                                                                       |        | \$27,403              | \$6,851         | \$27,403                  | \$6,851         | \$68,508                        | Constructed            |
| (Inyo) Olanca Cartago                                                                                                                                                                                            |        | \$49,071              | \$49,071        | \$12,268                  | \$12,268        | \$122,678                       | Final Environmental    |
| Environmental                                                                                                                                                                                                    | 7/8    | \$2,749               | \$2,749         | \$687                     | \$687           | \$6,872                         | In Progress            |
| Design                                                                                                                                                                                                           | 12/13  | \$2,051               | \$2,051         | \$513                     | \$513           | \$5,128                         | Not Started            |
| Rights-of-Way                                                                                                                                                                                                    | 14/15  | \$6,620               | \$6,620         | \$1,655                   | \$1,655         | \$16,550                        | Not Started            |
| Construction                                                                                                                                                                                                     | 17/18  | \$37,400              | \$37,400        | \$9,350                   | \$9,350         | \$93,500                        | Proposed in 2014 Cycle |
| (Mono) High Point                                                                                                                                                                                                |        | \$597                 | \$150           | \$150                     | \$597           | \$1,494                         | Constructed            |
| Environmental                                                                                                                                                                                                    | 2/3    | \$541                 | \$135           | \$135                     | \$541           | \$1,352                         | Completed              |
| Design                                                                                                                                                                                                           | 7/8    | \$56                  | \$15            | \$15                      | \$56            | \$142                           | Completed              |
| Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU. |        |                       |                 |                           |                 |                                 |                        |
| Design                                                                                                                                                                                                           | 11/12  |                       |                 |                           |                 | \$1,770                         | Completed              |
| Rights-of-Way                                                                                                                                                                                                    | 11/12  |                       |                 |                           |                 | \$288                           | Completed              |
| Construction                                                                                                                                                                                                     | 11/12  |                       |                 |                           |                 | \$20,100                        | Completed              |
| (Kern) Inyokern                                                                                                                                                                                                  |        | \$1,240               | \$310           | \$1,240                   | \$310           | \$3,100                         | Shelved                |
| Environmental                                                                                                                                                                                                    | 2/3    | \$1,240               | \$310           | \$1,240                   | \$310           | \$3,100                         |                        |
| This project is currently shelved but still part of the MOU.                                                                                                                                                     |        |                       |                 |                           |                 |                                 |                        |
| (Kern) Freeman Gulch Env.                                                                                                                                                                                        |        | \$779                 | \$195           | \$779                     | \$195           | \$1,948                         | Completed              |
| Environmental                                                                                                                                                                                                    | 2/3    | \$779                 | \$195           | \$779                     | \$195           | \$1,948                         |                        |
| This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.                                                                                       |        |                       |                 |                           |                 |                                 |                        |
| (Kern) Freeman Gulch Seg. 1                                                                                                                                                                                      |        | \$17,955              | \$4,489         | \$17,955                  | \$4,489         | \$44,888                        | In Design              |
| Design                                                                                                                                                                                                           | 12/13  | \$1,000               | \$250           | \$1,000                   | \$250           | \$2,500                         | In Progress            |
| Rights-of-Way                                                                                                                                                                                                    | 14/15  | \$4,520               | \$1,130         | \$4,520                   | \$1,130         | \$11,300                        | Not Started            |
| Construction                                                                                                                                                                                                     | 16/17  | \$12,435              | \$3,109         | \$12,435                  | \$3,109         | \$31,088                        | Not Started            |
| (Kern) Freeman Gulch Seg. 2                                                                                                                                                                                      |        | \$19,075              | \$3,258         | \$19,075                  | \$3,258         | \$44,666                        | In Design              |
| Design                                                                                                                                                                                                           | 15/16  | \$1,300               | \$975           | \$0                       | \$975           | \$3,250                         | In Progress            |
| Rights-of-Way                                                                                                                                                                                                    | 16/17  | \$3,044               | \$2,283         | \$0                       | \$2,283         | \$7,610                         | Not Started            |
| Construction                                                                                                                                                                                                     | Future | \$14,731              | \$0             | \$19,075                  | \$0             | \$33,806                        |                        |
| (Kern) Freeman Gulch Seg.3                                                                                                                                                                                       |        | \$21,726              | \$5,419         | \$21,726                  | \$5,419         | \$54,290                        | Not Started            |
| Design                                                                                                                                                                                                           | Future | \$1,840               | \$460           | \$1,840                   | \$460           | \$4,600                         | Not Programmed         |
| Rights-of-Way                                                                                                                                                                                                    | Future | \$510                 | \$115           | \$510                     | \$115           | \$1,250                         | Not Programmed         |
| Construction                                                                                                                                                                                                     | Future | \$19,376              | \$4,844         | \$19,376                  | \$4,844         | \$48,440                        | Not Programmed         |
| <b>Total :</b>                                                                                                                                                                                                   |        | <b>\$137,846</b>      | <b>\$69,743</b> | <b>\$100,596</b>          | <b>\$33,387</b> | <b>\$341,572</b>                |                        |
|                                                                                                                                                                                                                  |        |                       |                 |                           |                 |                                 |                        |
|                                                                                                                                                                                                                  |        | <b>IIP</b>            | <b>Inyo</b>     | <b>Kern</b>               | <b>Mono</b>     |                                 | <b>County Total</b>    |
| <b>Inyo</b>                                                                                                                                                                                                      |        | <b>\$49,071</b>       | <b>\$49,071</b> | <b>\$12,268</b>           | <b>\$12,268</b> |                                 | <b>\$122,678</b>       |
| <b>Kern</b>                                                                                                                                                                                                      |        | <b>\$88,178</b>       | <b>\$20,522</b> | <b>\$88,178</b>           | <b>\$20,522</b> |                                 | <b>\$217,400</b>       |
| <b>Mono</b>                                                                                                                                                                                                      |        | <b>\$597</b>          | <b>\$150</b>    | <b>\$150</b>              | <b>\$597</b>    |                                 | <b>\$1,494</b>         |
| <b>Total By Agency</b>                                                                                                                                                                                           |        | <b>\$137,846</b>      | <b>\$69,743</b> | <b>\$100,596</b>          | <b>\$33,387</b> |                                 | <b>\$341,572</b>       |
|                                                                                                                                                                                                                  |        |                       |                 |                           |                 |                                 |                        |
| <b>Agency</b>                                                                                                                                                                                                    |        | <b>Outside County</b> |                 | <b>Received in County</b> |                 | <b>Total Expended by County</b> |                        |
| <b>Inyo</b>                                                                                                                                                                                                      |        | \$                    | 20,672          | \$                        | 122,678         | \$                              | 69,743                 |
| <b>Kern</b>                                                                                                                                                                                                      |        | \$                    | 12,418          | \$                        | 217,400         | \$                              | 100,596                |
| <b>Mono</b>                                                                                                                                                                                                      |        | \$                    | 32,790          | \$                        | 1,494           | \$                              | 33,387                 |

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

**AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS**

This Amended and Restated Memorandum of Understanding (MOU) is entered into, by, and between the Inyo County Local Transportation Commission and Mono County Local Transportation Commission (LTCs), the Kern Council of Governments (Kern COG), and the San Bernardino Associated Governments **acting in its capacity as the San Bernardino County Transportation Commission (SANBAG)**, collectively referred to herein as AGENCIES, nominally dated \_\_\_\_\_, 2013.

**RECITALS**

The LTCs and the Kern COG were established pursuant to California Government Code Section 29532, and SANBAG was established as the San Bernardino County Transportation Commission pursuant to California Government Code Section 130054.

The AGENCIES wish to cooperate and seek common goals in the development of U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as 395 CORRIDOR).

The LTCs and the Kern COG entered into a Memorandum of Understanding in January 1999 that provides for the joint funding of certain projects on the 395 CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County Regional Transportation Planning Agencies (RTPAs)
- Meeting regularly
- Developing additional MOUs to define the planning process and the 395 CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the 395 CORRIDOR, to include Highway 120
- At a future date invite SANBAG to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

This MOU records the result of meetings between the AGENCIES and Caltrans District offices **No. 6, 8, and 9 concerning the development of the 395 CORRIDOR**. The AGENCIES and Caltrans have agreed to support increased capacity on the 395 CORRIDOR, and have prioritized the development of projects in the "U.S. 395 Corridor Study" which was completed on behalf of the four county RTPAs.

The AGENCIES also wish to cooperate, seek common goals, and facilitate the development of State Route 58 from Interstate 5 to Interstate 40. State Route 58 functions as a critical east-west corridor connecting the Western United States to the Pacific Coast by way of Interstate 40 and is a major route for goods movement in addition to passenger travel.

Kern COG is seeking endorsement from participating AGENCIES of the importance to improve the State Route 58 Corridor through Kern County to a freeway facility. AGENCIES request that Caltrans consider this segment of State Route 58 in the Interregional Improvement Program (IIP). However, there are no related financial implications for this endorsement for any of the participating AGENCIES at this time.

**ROLES AND RESPONSIBILITIES**

Under this MOU, the AGENCIES agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the 395 CORRIDOR. The RTPAs hereby request the California Transportation Commission (CTC) commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The AGENCIES agree to meet and confer upon request of any party to this MOU or by any of the three

**AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS**

Caltrans Districts to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to PROJECT scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. **The AGENCIES agree to not change the scope, limits, cost, and/or schedule of the PROJECTS without the mutual consent of all parties to the MOU. Said consent by the AGENCIES will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.** If there are cost increases, then each of the AGENCIES' contribution will be increased proportionately, subject to the mutual consent of all parties to the MOU.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECT identified below is completed (when Final Estimate has been processed by the State consistent with the terms of future cooperative agreements) or abandoned by a unanimous vote of the parties hereto. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding that PROJECT contained in this MOU shall become null and void.

**PROPOSED PROJECTS AND FUNDING**

**For the 2002 STIP the component of PROJECT for joint funding under this agreement is:**

- Development of the U.S. 395 Corridor from approximately 1.8 mi South of Desert Flower Road to 0.5 miles South of Farmington Road (PM 19.3 to 48.0) Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties in this MOU, that there may be jointly funded future projects in each County identified in future MOUs.

This MOU does not necessarily constitute agreement to program the remaining phases of this PROJECT in the future STIPs, but doesn't preclude further funding of the remaining components. The MOU partners agree to continue to consider mechanisms for funding future phases of this PROJECT. The Project Approval and Environmental component cost is estimated at \$14,000,000. This MOU splits the funds to be programmed as follows:

- \$2,000,000 by Mono County LTC
- \$2,000,000 by Inyo County LTC
- \$2,000,000 by Kern COG
- \$4,000,000 by SANBAG

The California Transportation Commission has committed \$4,000,000 in IIP funds and the AGENCIES hope for continued support from the State as the project progresses.

-----SIGNATURES ON FOLLOWING PAGE-----

**AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS**

Inyo, Mono, and Kern County RTPAs and SANBAG have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

**Kern Council of Governments**

\_\_\_\_\_  
Harold W. Hanson, Chairperson

\_\_\_\_\_  
Phillip W. Hall, Deputy County Counsel

\_\_\_\_\_  
Ahron Hakimi, Executive Director

**Inyo County Local Transportation Commission**

\_\_\_\_\_  
Robert Kimball, Chairperson

\_\_\_\_\_  
Dana Crom, Deputy County Counsel

\_\_\_\_\_  
Clint Quilter, Executive Director

**Mono County Local Transportation Commission**

\_\_\_\_\_  
Larry Johnston, Chairperson

\_\_\_\_\_  
Marshall Rudolph, County Counsel

\_\_\_\_\_  
Scott Burns, Executive Director

**San Bernardino Associated Governments**

\_\_\_\_\_  
Janice Rutherford, President

\_\_\_\_\_  
Eileen Monaghan Teichert, General Counsel

\_\_\_\_\_  
Raymond W. Wolfe, Executive Director

**CALTRANS ACKNOWLEDGMENT:**

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this 395 MOU and to support freeway improvements on State Route 58 in Kern County.

\_\_\_\_\_  
Thomas P. Hallenbeck, District Director  
Caltrans, District 9

\_\_\_\_\_  
Sharri Bender-Ehlert, District Director  
Caltrans, District 6

\_\_\_\_\_  
Basem Muallem, District Director  
Caltrans, District 8

MEMORANDUM OF UNDERSTANDING  
BETWEEN

31

INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF  
GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION,  
AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

This Memorandum of Understanding (MOU) is entered into, by, and between the Inyo County and Mono County Local Transportation Commissions (LTCs), the Kern Council of Governments (Kern COG), and the San Bernardino Associated Governments (SANBAG), collectively referred to herein as AGENCIES.

I. RECITALS

A. The LTCs and the Kern COG were established pursuant to California Government Code Section 29532, and SANBAG was established pursuant to Public Utilities Code Section 130050 and Government Code Section 6500 et. Seq..

B. The AGENCIES wish to cooperate and seek common goals in the development of U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

C. The LTCs and the KernCOG entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, and calls for the following initiatives:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
2. Meeting regularly
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, including Highway 120
5. At a future date invite SANBAG to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

D. This MOU records the result of meetings between the AGENCIES and three Caltrans District offices concerning the development of the CORRIDOR and the agreement of Caltrans and the AGENCIES to support increased capacity on the CORRIDOR by prioritizing the development of projects identified in the "U.S.395 Corridor Study".

E. Inyo and Mono LTCs, Kern COG, and SANBAG have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

II. ROLES AND RESPONSIBILITIES

A. Under this MOU, the AGENCIES agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The AGENCIES will request that the California Transportation Commission (CTC) commit certain Interregional Improvement Program (IIP) funding toward the jointly sponsored PROJECTS.

B. The AGENCIES agree to meet and confer upon the request of any party to this MOU, or at the request of any of the three Caltrans Districts, to discuss proposed changes to corridor project scope, limits, cost and/or schedule which must be approved by the CTC before becoming effective. The AGENCIES agree to consult and confer relative to any changes in scope, limits, cost and/or schedule proposed by Caltrans. If there are cost increases, each of the AGENCIES will consider supplemental Regional Improvement Program allocations to be shared in the same proportion as set forth below among all the parties to this MOU and subject to the mutual consent of all parties to the MOU. 32

C. This MOU will become effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECT identified below is completed (when Final Estimate has been processed by the State) or has been abandoned by a unanimous vote of the parties hereto.

D. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties, notwithstanding this MOU.

E. In the event funding for the PROJECT is not authorized by the CTC, the provisions for funding the PROJECT contained in this MOU shall become null and void.

### III. PROPOSED PROJECTS AND FUNDING

**A. For the 2002 State Transportation Improvement Program (STIP), the proposed PROJECT component for joint funding under this MOU is:**

**1. Development of the US395 corridor from approximately I-15 to SR58 (PM4.0-48.0). *Achieve Project Approval and Environmental Document.***

B. Each party recognizes that, while no reciprocal projects are presently identified in other Counties which are a party to this MOU, there may be jointly funded future projects in each county identified in future MOUs.

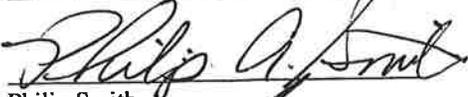
C. This MOU does not necessarily constitute agreement to program the remaining phases of this PROJECT in future STIP cycles, nor does it preclude further funding of the remaining components. The MOU parties agree to continue to consider mechanisms for funding future phases of this PROJECT.

D. The Project Approval and Environmental Document component cost is estimated at \$14,000,000. The AGENCIES agree that funds are to be programmed as follows:

\$2,000,000 by Mono County LTC  
\$2,000,000 by Inyo County LTC  
\$2,000,000 by Kern COG  
\$4,000,000 by SANBAG

E. The desire of the AGENCIES to have the CTC commit Interregional Improvement Program funds in the amount of \$4,000,000 toward this jointly funded project will be jointly expressed to the CTC by the AGENCIES when forwarding a fully executed copy of this MOU to the CTC.

Kern Council of Governments

  
Philip Smith  
Chairperson

  
Ron Brummett  
Executive Director

Approved as to Form:

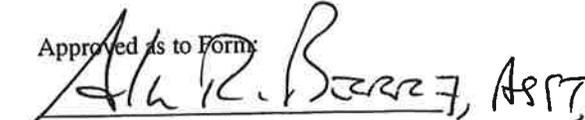
  
Kirk Perkins  
Deputy County Counsel

Inyo County Local Transportation Commission

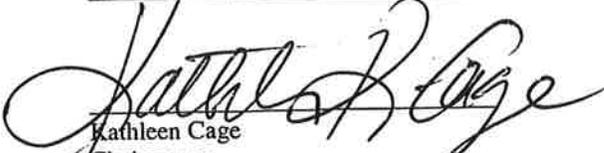
  
Robert Kimball  
Chairman

  
Jeff Jewett  
Executive Director

Approved as to Form:

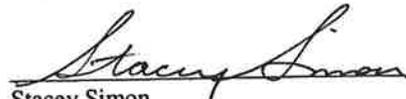
  
~~Paul Bruce~~  
County Counsel

Mono County Local Transportation Commission

  
Kathleen Cage  
Chairperson

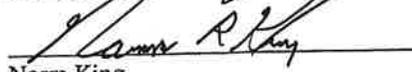
  
Scott Burns  
Executive Director

Approved as to Form:

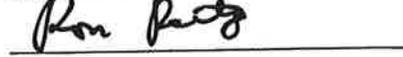
  
Stacey Simon  
Deputy County Counsel

San Bernardino Associated Governments

  
Jim Bagley  
President

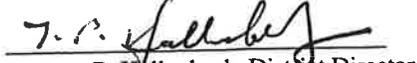
  
Norm King  
Executive Director

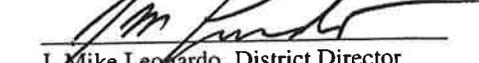
Approved as to Form:

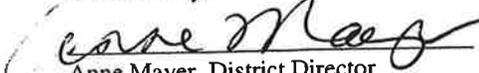
  
Ron Reitz  
SANBAG Counsel

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU. This acknowledgment by Caltrans is not an enforceable contract and no State IIP funds are encumbered or committed by this MOU.

  
Thomas P. Hallenbeck, District Director  
Caltrans, District 9

  
J. Mike Leonardo, District Director  
Caltrans, District 6

  
Anne Mayer, District Director  
Caltrans, District 8

**Mono County  
Local Transportation Commission**

**LTC Handbook**

**Updates: September 2008; July 2011;  
January 2012; August 2012**



## I. INTRODUCTION AND PURPOSE

### **Background**

The Mono County Local Transportation Commission (MCLTC) was created by joint resolution of the Mono County Board of Supervisors (Res. 84-93, dated August 21, 1984) and the Mammoth Lakes Town Council (Rex. 84-26, dated August 20, 1984). Pursuant to Government Code Section 29535, the Mono County Local Transportation Commission thus created was designated by the Secretary of Business, Transportation and Housing as the regional transportation planning agency for Mono County on October 1, 1984. The MCLTC replaced the Mono County Transportation Commission, which served as the transportation planning agency for Mono County from April 1, 1972, through December 1984.

### **Purpose**

The Mono County LTC serves as the lead transportation and planning and administrative agency for transportation projects and programs in the Mono County region. The MCLTC's primary functions include:

1. Administration of Transportation Development Act (TDA) funds
2. Preparation, adoption and submittal of a Regional Transportation Plan (RTP) to the California Department of Transportation and California Transportation Commission
3. Preparation of an annual Overall Work Program (OWP)
4. Preparation and adoption of a Regional Transportation Improvement Program (RTIP)
5. Review of and comment on the Interregional Improvement Plan (IIP) contained in the State Transportation Improvement program (STIP)
6. Review of and prioritization of grant applications for various funding programs
7. Facilitation of public education, awareness and involvement in regional transportation planning and programming

## II. ORGANIZATION

### **Membership**

Consistent with state law, the MCLTC consists of six commissioners – three commissioners appointed by the Town of Mammoth Lakes Town Council and three commissioners appointed by the Mono County Board of Supervisors. Each appointing authority may also select up to three alternative members to serve in the absence of their respective regular members. In most instances, the appointing authorities select commissioners that also serve as members of the Mammoth Lakes Town Council and Mono County Board of Supervisors.

The MCLTC historically has included the Caltrans District 9 Director as a non-voting ex-officio member. The ex-officio membership allows for participation by the District 9 Director or staff designee in commission discussions before and after public testimony, but without the ability to vote on commission matters.

### **Term of Office**

Each appointed commissioner shall serve until a replacement is named.

**Chair and Vice-Chair**

The Chair and Vice-Chair shall be elected by a majority vote of members present in February or as soon thereafter as possible, or at a regular meeting after a vacancy occurs. The Chair position shall alternate between Town and County commissioners. The Chair shall preside at all meetings, call special meetings, and perform such other duties as may be assigned by the MCLTC. The Vice-Chair shall perform all duties of the Chair in the latter's absence or disability.

**Meetings**

The MCLTC meets the second Monday of every month, unless a lack of business or agenda items allows the monthly meeting to be canceled, or a special meeting is deemed necessary. Regular meetings are held at 9:00 a.m. at the Town/County Conference Room in Mammoth Lakes. The MCLTC also meets occasionally in the evening and/or in various unincorporated communities to facilitate public involvement. Special meetings may be called with the concurrence of the Chair to accommodate special circumstances, such as to facilitate community involvement, accommodate commission scheduling conflicts or to address pressing commission business. All MCLTC meetings shall be publicly noticed and conducted in accordance with applicable public meeting laws.

**Quorums**

Any four or more commissioners in attendance at an MCLTC meeting shall constitute a quorum. All actions taken by a quorum at a noticed meeting shall be binding and carry the full force and effect of the MCLTC.

**Agendas**

Meeting agendas shall be prepared by staff and posted by the Commission Secretary in accordance with all applicable laws. Agenda items and supporting materials shall be submitted to the Commission Secretary no later than 12 calendar days prior to the respective MCLTC meeting. Those items needing comments, analysis, legal review, etc. shall be submitted at least two weeks prior to the meeting. Agenda items should be prepared following the standard report format established by the Executive Director. Staff shall assemble and disseminate the final agenda packet to all MCLTC members and the Caltrans District 9 Transportation Planning Branch no later than five (5) calendar days prior to the respective meeting.

To facilitate agenda preparation and commission follow-ups, a Transportation Technical Advisory Committee may meet at least 14 calendar days prior to the commission meeting to review and coordinate agenda items.



# 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

## LTC Staff Report

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**DATE:** October 17, 2013

**FROM:** Jeff Walters, Acting Public Works Director

**SUBJECT:** Share the Road signs on Benton Crossing Road

### RECOMMENDATIONS:

Hear staff report on status of proposed "Share the Road" signs for 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 \$1,500 for materials and approximately \$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 additional signs may assist in reducing conflicts between all users.

On January 13, 2012 California Department of Transportation adopted the California Manual on Uniform Traffic Control Devices (California MUTCD) 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee (CTCDC). The Department requested and has received a letter to confirm substantial conformance from the Federal Highway Administration (FHWA) for California MUTCD 2012 edition.

The California MUTCD determines the type, size and location of signs to be placed on California roads and highways. The California MUTCD recognizes only two signs related to bicycles "Share the Road."

Other types and styles of manufactured signs that show a car, pedestrian, and bicycle along with the words "Share the Road" are not recognized in the California MUTCD and therefore not applicable for installation. Signs such as these and many other variations are available:



In consultation with Caltrans it was confirmed that these signs are not approved by the California MUTCD. Highway 158 in June Lake has one of these types of signs but Caltrans mentioned this sign will be removed at some point and would not offer these signs to be installed in the future.

The only bicycle "Share the Road" signs approved through the California MUTCD are:

W11-1 "Bike" symbol and the W16-1 "Share the Road"





Date: October 17, 2013

## STAFF REPORT

Subject: Operating Statistics July- September 2013

Initiated by: Jill Batchelder, Transit Analyst

### RECOMMENDATION

Receive information.

### ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 145,987 passenger trips on Mono County funded routes between July and September 2013. The passenger trips per hour are 19.18, which is up slightly from 18.80 in the previous fiscal year.

Eastern Sierra Transit received \$73,014.75 in passenger fares during the first quarter of the 2013/14 fiscal year. The average passenger fare was \$0.50. When the fixed routes within the Town of Mammoth are excluded from the calculation the average fare per trip is \$12.22. The farebox ratio was 39.74%. The farebox was calculated utilizing the preliminary route costs that were presented in the September LTC meeting.

#### Farebox Comparison July - September 2013 to July - September 2012

| Route            | JULY-SEPT 2013 | JULY-SEPT 2012 | % Change |
|------------------|----------------|----------------|----------|
| Mammoth Express  | 24.49%         | 22.80%         | 7.4%     |
| Walker (total)   | 7.04%          | 9.74%          | -27.7%   |
| Benton to Bishop | 7.16%          | 11.92%         | -39.9%   |
| Mammoth DAR      | 7.36%          | 10.31%         | -28.6%   |
| Reno             | 41.04%         | 35.40%         | 15.9%    |
| Lancaster        | 37.02%         | 33.96%         | 9.0%     |

Ridership compared to the previous fiscal year was flat with the current year having 69 additional riders. A few routes decreased including Benton to Bishop, Grey, Purple and Mammoth Dial-A-Ride.

| ROUTE               | COMMENT                                                                                                            |
|---------------------|--------------------------------------------------------------------------------------------------------------------|
| Benton to Bishop    | Certain frequent riders are no longer in the Benton area                                                           |
| Mammoth Dial-a-Ride | Continued transition of riders to the extensive, free fixed route service available in the Town of Mammoth Lakes.  |
| Grey & Purples      | Staff is unsure of the reason for the drop in ridership on these route but will continue to monitor the ridership. |

Ridership on the Mammoth Express, Lakes Basin Trolley and the 395 Routes all increased compared to the previous year, while ridership on the Walker area services and the Town Trolley were both flat.

### Ridership Comparison July - September 2013 to July - September 2012

| Route            | JULY-SEPT, 2013 | JULY-SEPT, 2012 | Variance | % Change |
|------------------|-----------------|-----------------|----------|----------|
| Mammoth Express  | 915             | 868             | 47       | 5.4%     |
| Walker (total)   | 537             | 536             | 1        | 0.2%     |
| Benton to Bishop | 103             | 133             | -30      | -22.6%   |
| Gray             | 10,349          | 10,909          | -560     | -5.1%    |
| Lakes Basin      | 27,474          | 25,579          | 1895     | 7.4%     |
| Purple           | 21,851          | 22,508          | -657     | -2.9%    |
| Trolley          | 80,340          | 80,321          | 19       | 0.0%     |
| Mammoth DAR      | 828             | 1,570           | -742     | -47.3%   |
| Reno             | 1,980           | 1,863           | 117      | 6.3%     |
| Lancaster        | 1,610           | 1,541           | 69       | 4.5%     |

The efficiency standard use by Eastern Sierra Transit is passenger per hour. All Routes exceeded the standards set by the Short Range Transit Plan, except the Walker area, Benton to Bishop and the Grey route.

### Passenger per Hour Comparison July - September 2013 to July - September 2012

| Route            | JULY-SEPT 2013 | JULY-SEPT 2012 | % Change | SRTP Standard |
|------------------|----------------|----------------|----------|---------------|
| Mammoth Express  | 5.01           | 4.89           | 2.6%     | 2.5 – 3.5     |
| Walker (total)   | 1.23           | 1.40           | -11.6%   | 2.5 – 3.5     |
| Benton to Bishop | 1.36           | 1.71           | -20.1%   | 2.5 – 3.5     |
| Gray             | 10.24          | 10.78          | -4.9%    | 18 - 20       |
| Lakes Basin      | 25.25          | 23.20          | 8.8%     | 18 - 20       |
| Purple           | 21.63          | 22.32          | -3.1%    | 18 - 20       |
| Trolley          | 39.80          | 39.49          | 0.8%     | 18 - 20       |
| Mammoth DAR      | 1.17           | 1.76           | -33.7%   | 3.0 – 5.0     |
| Reno             | 2.99           | 2.80           | 6.9%     | 2.5 – 3.5     |
| Lancaster        | 3.84           | 3.83           | 0.4%     | 2.5 – 3.5     |

| Route                  | Fares              | Adults         | Snr          | Dis        | W/C       | Child         | Free         | Total Pax      | Yd Hrs       | Svc Hours    | Yd Mi          | SVC MILES      | AVG FARE   | REV/SVC MILE | PAX / SVC HR | MI / SVC HR | PAX / SVC MI | FAREBOX       |
|------------------------|--------------------|----------------|--------------|------------|-----------|---------------|--------------|----------------|--------------|--------------|----------------|----------------|------------|--------------|--------------|-------------|--------------|---------------|
| <b>MONO ROUTES</b>     |                    |                |              |            |           |               |              |                |              |              |                |                |            |              |              |             |              |               |
| <i>JULY-SEPT, 2013</i> |                    |                |              |            |           |               |              |                |              |              |                |                |            |              |              |             |              |               |
| Mammoth Express        | \$5,080.80         | 697            | 105          | 32         | 3         | 19            | 59           | 915            | 251          | 183          | 9,030          | 8,726          | 5.55       | .58          | 5.01         | 49.5        | 0.10         | 24.49%        |
| Walker (total)         | \$1,976.80         | 35             | 331          | 153        | 0         | 0             | 18           | 537            | 498          | 435          | 4,947          | 3,950          | 3.68       | .50          | 1.23         | 11.4        | 0.14         | 7.04%         |
| Benton to Bishop       | \$442.00           | 27             | 47           | 7          | 0         | 0             | 22           | 103            | 77           | 76           | 2,391          | 2,389          | 4.29       | .19          | 1.36         | 31.6        | 0.04         | 7.16%         |
| Gray                   | \$0.00             | 6030           | 0            | 1          | 0         | 4318          | 0            | 10349          | 1030         | 1010         | 19205          | 18879          | .00        | .00          | 10.24        | 19.0        | 0.55         |               |
| Lakes Basin            | \$0.00             | 21,372         | 0            | 11         | 0         | 6,091         | 0            | 27,474         | 1,147        | 1,088        | 14,258         | 13,455         | .00        | .00          | 25.25        | 13.1        | 2.04         |               |
| Purple                 | \$0.00             | 14,865         | 0            | 1          | 0         | 6,985         | 0            | 21,851         | 1,029        | 1,010        | 12,848         | 12,323         | .00        | .00          | 21.63        | 12.7        | 1.77         |               |
| Trolley                | \$0.00             | 59,290         | 0            | 129        | 0         | 20,921        | 0            | 80,340         | 2,099        | 2,019        | 27,561         | 26,763         | .00        | .00          | 39.80        | 13.7        | 3.00         |               |
| Mammoth DAR            | \$2,297.20         | 431            | 47           | 263        | 3         | 42            | 42           | 828            | 710          | 709          | 3,568          | 3,326          | 2.77       | .69          | 1.17         | 5.0         | 0.25         | 7.36%         |
| Reno                   | \$39,787.45        | 1,426          | 329          | 150        | 4         | 48            | 23           | 1,980          | 748          | 662          | 28,804         | 28,004         | 20.09      | 1.42         | 2.99         | 43.5        | 0.07         | 41.04%        |
| Lancaster              | \$23,430.50        | 1,236          | 173          | 103        | 13        | 45            | 40           | 1,610          | 499          | 419          | 20,114         | 19,558         | 14.55      | 1.20         | 3.84         | 48.0        | 0.08         | 37.02%        |
| <b>Total</b>           | <b>\$73,014.75</b> | <b>105,409</b> | <b>1,032</b> | <b>850</b> | <b>23</b> | <b>38,469</b> | <b>204</b>   | <b>145,987</b> | <b>8,086</b> | <b>7,610</b> | <b>142,726</b> | <b>137,373</b> | <b>.50</b> | <b>.53</b>   | <b>19.18</b> | <b>18.8</b> | <b>1.06</b>  | <b>39.74%</b> |
|                        |                    |                |              |            |           |               |              |                |              |              |                |                |            |              |              |             |              |               |
|                        |                    |                |              |            |           |               |              |                |              |              |                |                |            |              |              |             |              |               |
|                        |                    |                |              |            |           |               |              |                |              |              |                |                |            |              |              |             |              |               |
| <i>JULY-SEPT, 2012</i> |                    |                |              |            |           |               |              |                |              |              |                |                |            |              |              |             |              |               |
| Mammoth Express        | \$4,602.50         | 656            | 74           | 27         | 0         | 56            | 55           | 868            | 243          | 178          | 8,982          | 8,613          | 5.30       | .53          | 4.89         | 50.6        | 0.10         | 22.80%        |
| Walker (total)         | \$2,413.90         | 49             | 288          | 157        | 2         | 32            | 8            | 536            | 465          | 384          | 4,222          | 3,276          | 4.50       | .74          | 1.40         | 11.0        | 0.16         | 9.74%         |
| Benton to Bishop       | \$759.00           | 24             | 86           | 0          | 0         | 13            | 10           | 133            | 79           | 78           | 2,346          | 2,346          | 5.71       | .32          | 1.71         | 30.1        | 0.06         | 11.92%        |
| Gray                   | \$0.00             | 6,358          | 133          | 1          | 0         | 3,474         | 943          | 10,909         | 1,045        | 1,012        | 19,060         | 18,767         | .00        | .00          | 10.78        | 18.8        | 0.58         |               |
| Lakes Basin            | \$0.00             | 17,207         | 1,502        | 2          | 0         | 5,675         | 1,193        | 25,579         | 1,166        | 1,102        | 15,122         | 14,078         | .00        | .00          | 23.20        | 13.7        | 1.82         |               |
| Purple                 | \$0.00             | 15,608         | 325          | 4          | 0         | 4,686         | 1,885        | 22,508         | 1,049        | 1,009        | 12,518         | 12,102         | .00        | .00          | 22.32        | 12.4        | 1.86         |               |
| Trolley                | \$0.00             | 52,565         | 3,547        | 6          | 0         | 20,206        | 3,997        | 80,321         | 2,103        | 2,034        | 26,803         | 26,015         | .00        | .00          | 39.49        | 13.2        | 3.09         |               |
| Mammoth DAR            | \$4,047.20         | 853            | 138          | 387        | 0         | 132           | 60           | 1,570          | 912          | 891          | 6,459          | 5,949          | 2.58       | .68          | 1.76         | 7.2         | 0.26         | 10.31%        |
| Reno                   | \$34,513.70        | 1,408          | 266          | 93         | 5         | 58            | 33           | 1,863          | 775          | 666          | 29,231         | 28,307         | 18.53      | 1.22         | 2.80         | 43.9        | 0.07         | 35.40%        |
| Lancaster              | \$20,656.00        | 1,216          | 167          | 99         | 13        | 25            | 21           | 1,541          | 487          | 403          | 18,842         | 18,331         | 13.40      | 1.13         | 3.83         | 46.8        | 0.08         | 33.96%        |
| <b>Total</b>           | <b>\$66,992.30</b> | <b>95,944</b>  | <b>6,526</b> | <b>776</b> | <b>20</b> | <b>34,357</b> | <b>8,205</b> | <b>145,828</b> | <b>8,323</b> | <b>7,756</b> | <b>143,585</b> | <b>137,784</b> | <b>.46</b> | <b>.49</b>   | <b>18.80</b> | <b>18.5</b> | <b>1.06</b>  | <b>35.52%</b> |

**VARIANCE BY ROUTE (RAW NUMBERS) – Q1 FY13/14 to Q1 FY12/13**

| ROUTES           | FARES      | ADULT | SNR   | DIS  | W/C | CHILD | FREE  | TOTAL PAX | YD HOURS | SVC HOURS | YD MILES | SVC MILES | AVG FARE | REV/ SVC MILE | PAX / SVC HR | MI / SVC HR | PAX / SVC MI | FAREBOX |
|------------------|------------|-------|-------|------|-----|-------|-------|-----------|----------|-----------|----------|-----------|----------|---------------|--------------|-------------|--------------|---------|
| Mammoth Express  | \$478.30   | 41    | 31    | 5    | 3   | -37   | 4     | 47        | 8        | 5         | 48       | 113       | 0.25     | 0.05          | 0.12         | -1.11       | 0.00         | 1.69%   |
| Walker (total)   | -\$437.10  | -14   | 43    | -4   | -2  | -32   | 10    | 1         | 33       | 51        | 725      | 674       | -0.82    | -0.24         | -0.16        | 0.37        | -0.03        | -2.70%  |
| Benton to Bishop | -\$317.00  | 3     | -39   | 7    | 0   | -13   | 12    | -30       | -1       | -2        | 45       | 43        | -1.42    | -0.14         | -0.34        | 1.56        | -0.01        | -4.76%  |
| Gray             | \$0.00     | -328  | -133  | 0    | 0   | 844   | -943  | -560      | -15      | -2        | 145      | 112       | 0.00     | 0.00          | -0.53        | 0.18        | -0.03        | 0.00%   |
| Lakes Basin      | \$0.00     | 4165  | -1502 | 9    | 0   | 416   | -1193 | 1895      | -20      | -14       | -864     | -623      | 0.00     | 0.00          | 2.05         | -0.61       | 0.22         | 0.00%   |
| Purple           | \$0.00     | -743  | -325  | -3   | 0   | 2299  | -1885 | -657      | -20      | 2         | 330      | 221       | 0.00     | 0.00          | -0.69        | 0.31        | -0.09        | 0.00%   |
| Trolley          | \$0.00     | 6725  | -3547 | 123  | 0   | 715   | -3997 | 19        | -3       | -15       | 758      | 748       | 0.00     | 0.00          | 0.31         | 0.47        | -0.09        | 0.00%   |
| Mammoth DAR      | \$1,750.00 | -422  | -91   | -124 | 3   | -90   | -18   | -742      | -202     | -183      | -2891    | -2623     | 0.20     | 0.01          | -0.59        | -2.21       | -0.01        | -2.95%  |
| Reno             | \$5,273.75 | 18    | 63    | 57   | -1  | -10   | -10   | 117       | -27      | -4        | -427     | -303      | 1.57     | 0.20          | 0.19         | -0.39       | 0.00         | 5.64%   |
| Lancaster        | \$2,774.50 | 20    | 6     | 4    | 0   | 20    | 19    | 69        | 12       | 16        | 1272     | 1227      | 1.15     | 0.07          | 0.02         | 1.22        | 0.00         | 3.07%   |

**VARIANCE BY ROUTE (PERCENTAGE) – Q1 FY13/14 to Q1 FY12/13**

| Route            | Fares | Adult | Snr  | Dis   | W/C  | Child | Free | Total Pax | Yd Hrs | Total Svc Hours | Yd Mi | TOT SVC MILES | AVG FARE | REV/SVC MILE | PAX / SVC HR | MI / SVC HR | PAX / SVC MI | FAREBOX |
|------------------|-------|-------|------|-------|------|-------|------|-----------|--------|-----------------|-------|---------------|----------|--------------|--------------|-------------|--------------|---------|
| Mammoth Express  | 10%   | 6%    | 42%  | 19%   |      | -66%  | 7%   | 5%        | 3%     | 3%              | 1%    | 1%            | 5%       | 9%           | 3%           | -2%         | 4%           | 7%      |
| Walker (total)   | -18%  | -29%  | 15%  | -3%   | 100% | -100% | 125% | 0%        | 7%     | 13%             | 17%   | 21%           | -18%     | -32%         | -12%         | 3%          | -17%         | -28%    |
| Benton to Bishop | -42%  | 13%   | -45% |       |      | -100% | 120% | -23%      | -2%    | -3%             | 2%    | 2%            | -25%     | -43%         | -20%         | 5%          | -24%         | -40%    |
| Gray             |       | -5%   | 100% | 0%    |      | 24%   | 100% | -5%       | -1%    | 0%              | 1%    | 1%            |          |              | -5%          | 1%          | -6%          |         |
| Lakes Basin      |       | 24%   | 100% | 450%  |      | 7%    | 100% | 7%        | -2%    | -1%             | -6%   | -4%           |          |              | 9%           | -4%         | 12%          |         |
| Purple           |       | -5%   | 100% | -75%  |      | 49%   | 100% | -3%       | -2%    | 0%              | 3%    | 2%            |          |              | -3%          | 2%          | -5%          |         |
| Trolley          |       | 13%   | 100% | 2050% |      | 4%    | 100% | 0%        | 0%     | -1%             | 3%    | 3%            |          |              | 1%           | 4%          | -3%          |         |
| Mammoth DAR      | -43%  | -49%  | -66% | -32%  |      | -68%  | -30% | -47%      | -22%   | -20%            | -45%  | -44%          | 8%       | 2%           | -34%         | -31%        | -6%          | -29%    |
| Reno             | 15%   | 1%    | 24%  | 61%   | -20% | -17%  | -30% | 6%        | -4%    | -1%             | -1%   | -1%           | 8%       | 17%          | 7%           | -1%         | 7%           | 16%     |
| Lancaster        | 13%   | 2%    | 4%   | 4%    | 0%   | 80%   | 90%  | 4%        | 2%     | 4%              | 7%    | 7%            | 9%       | 6%           | 0%           | 3%          | -2%          | 9%      |



### Mono County Projects

| Project Name                     | Proj. Mgr. | Phase                 | County  | Route | PM        | Program  | Construction Cost (\$ in millions, escalated) | Comments/Status                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------|------------|-----------------------|---------|-------|-----------|----------|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lee Vining Crew Room             | McElwain   | Construction          | MNO     | 395   | 51.5      | Minor    | \$1,000.0                                     | Construct Crew Room at Lee Vining Maintenance Station. <b>Underway.</b>                                                                                                                                                                                                                                                                              |
| Mono Cable Handrail              | McElwain   | Construction          | MNO     | VAR   | VAR       | Minor    | \$210.0                                       | Construct Cable Handrail at Various Locations. <b>Underway.</b>                                                                                                                                                                                                                                                                                      |
| Poleline Right Turn Pocket       | McElwain   | Design                | MNO     | 395   | 58.2      | Minor    | \$250.0                                       | Construct a right turn pocket on US 395 at the junction with SR 167.                                                                                                                                                                                                                                                                                 |
| Crestview Maintenance Demo       | McElwain   | Design                | MNO     | 395   | 34.1      | Minor    | \$1,000.0                                     | Demolish truck shed and construct minor grading and paving.                                                                                                                                                                                                                                                                                          |
| Conway CAPM                      | Zemitis    | Design                | MNO     | 395   | 63.9/65.1 | SHOPP    | \$2.0                                         | Cold in-place recycle pavement strategy. <b>Construction 2014.</b>                                                                                                                                                                                                                                                                                   |
| Oasis Curve Correction           | McElwain   | Design                | MNO     | 266   | 2.5       | SHOPP    | \$1.4                                         | Realign 1/2 mile of highway to improve curve radius. Environmental work Complete. <b>In design, likely construction summer 2014.</b>                                                                                                                                                                                                                 |
| Bridgeport Culverts              | Zemitis    | Environmental Studies | MNO     | 395   | 77.0/87.0 | SHOPP    | \$1.5                                         | Replace or repair 40 (or so) culverts north and south of Bridgeport. <b>Environmental work underway with construction expected in 2016.</b>                                                                                                                                                                                                          |
| Sheep Ranch Shoulders            | Zemitis    | Environmental Studies | MNO     | 395   | 80.5/84.3 | SHOPP    | \$4.4                                         | Add 8 foot shoulders and treat 4 rockfall locations. <b>Environmental work underway with construction expected in 2016.</b>                                                                                                                                                                                                                          |
| Lee Vining Rockfall              | Zemitis    | Environmental Studies | MNO     | 395   | 52.1/53.7 | SHOPP    | \$6.0                                         | <b>Final Environmental Document complete July 2013; construction in 2015.</b>                                                                                                                                                                                                                                                                        |
| Inyo/Mono Bridge Transition Rail | Zemitis    | Environmental Studies | INY/MNO | var   | Various   | SHOPP    | \$3.7                                         | Upgrade barrier approach rail. <b>Environmental complete Nov. 2013, construction 2016.</b>                                                                                                                                                                                                                                                           |
| Aspen-Fales Shoulder Widening    | McElwain   | Environmental Studies | MNO     | 395   | 88.4/91.6 | SHOPP    | \$5.9                                         | Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. <b>Construction 2018.</b>                                                                                                                                                                                                                           |
| Olancha/Cartago Four-Lane        | Zemitis    | Environmental Studies | INY     | 395   | 29.2/41.8 | RIP, IIP | \$92.9 to \$128.4                             | Last 4-lane project in Inyo County. In June 2007, funded through design (incl. R/W capital); On June 29, 2011, District 9 Director Tom Hallenbeck chose the preferred alternative, a combination of Alternative 3 in the north and Alternative 4 in the south. <b>Final Environmental Document expected in 2014, construction begins in 2016/17.</b> |
| Little Walker Shoulders          | Zemitis    | Feasibility Study     | MNO     | 395   | 93.4/95.7 | SHOPP    | \$4.5                                         | Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. <b>Proposed for 2014 SHOPP.</b>                                                                                                                                                                                     |
| Green Lakes CAPM                 | Zemitis    | Feasibility Study     | MNO     | 395   | 69.8/76.0 | SHOPP    | \$4.0                                         | Rehabilitate pavement.                                                                                                                                                                                                                                                                                                                               |

# District 9 2013 Construction

## Program

-  Highway Maintenance
-  MINOR
-  Regional Transportation Improvement Program
-  State Highway Operation and Protection Program

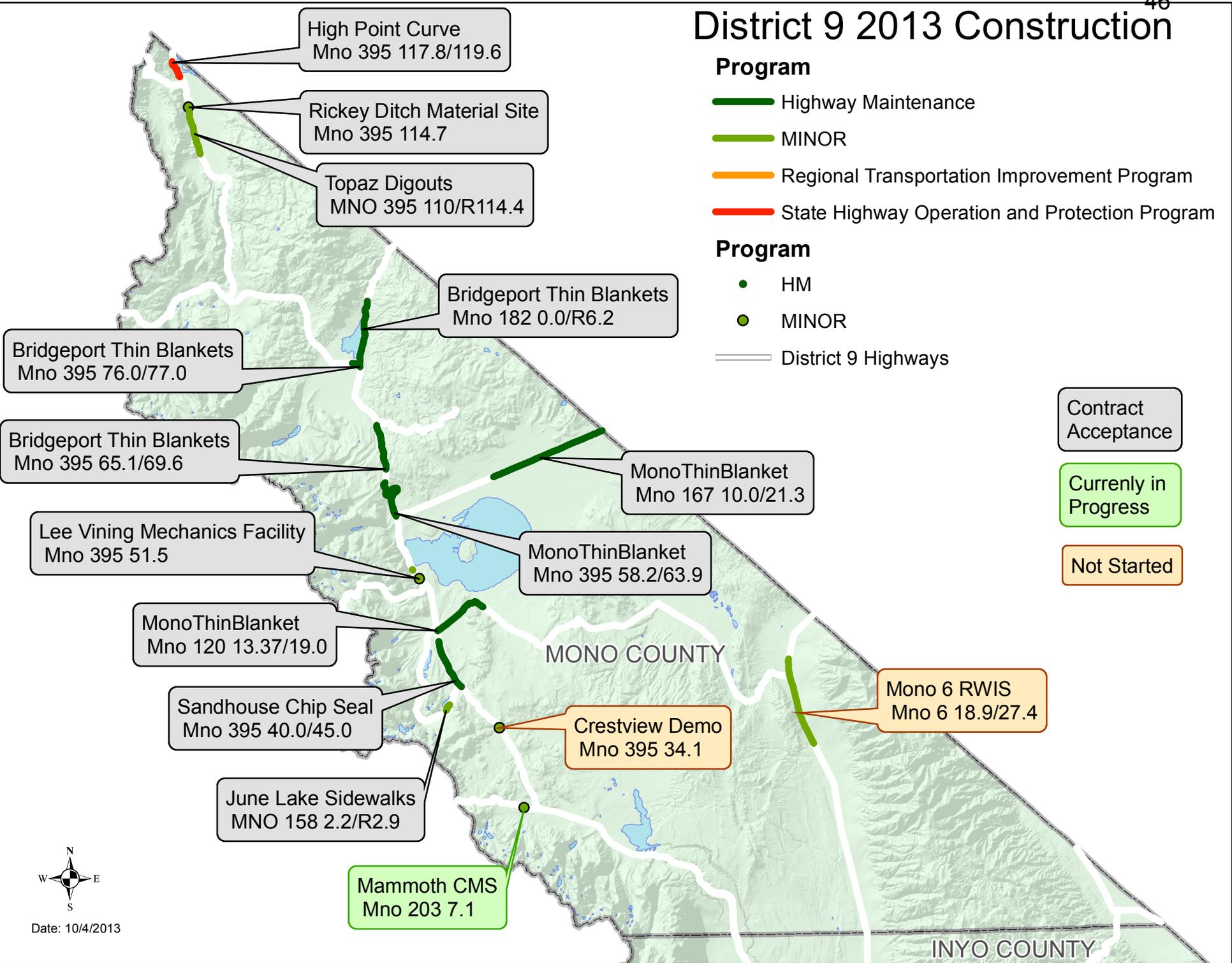
## Program

-  HM
-  MINOR
-  District 9 Highways

Contract Acceptance

Currently in Progress

Not Started



Date: 10/4/2013

MONO COUNTY

INYO COUNTY

**Senate Bill No. 99**

## CHAPTER 359

An act to amend Sections 164.56 and 2106 of, to amend the heading of Chapter 3 (commencing with Section 2100) of Division 3 of, to amend and repeal Sections 892.2, 892.4, 892.5, 892.6, 893, 893.2, 893.4, 893.6, 894, 894.2, and 2333.5 of, and to add Chapter 8 (commencing with Section 2380) to Division 3 of, the Streets and Highways Code, relating to transportation, and making an appropriation therefor, to take effect immediately, bill related to the budget.

[Approved by Governor September 26, 2013. Filed with Secretary of State September 26, 2013.]

## LEGISLATIVE COUNSEL'S DIGEST

SB 99, Committee on Budget and Fiscal Review. Active Transportation Program.

Existing law establishes various transportation programs and associated funds and accounts, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act, reconstitutes various federal transportation funding programs, including the former Transportation Enhancements Program, and creates the new federal Transportation Alternatives Program comprised of various former separate programs.

This bill would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission, with 40% of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10% for small urban and rural regions, and 50% on a statewide basis, with all awards to be made competitively, as specified. The bill would include among the authorized activities for the Active Transportation Program certain existing activities funded by the above-referenced programs and accounts. The bill would also add new authorized activities, as specified. The bill would require the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. The bill would require the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. The bill would correspondingly eliminate the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program as separate programs. The bill would require the Commission, no later than 45 days prior to adopting the initial set of final guidelines for the Active Transportation Program, to submit the draft guidelines to the Joint Legislative Budget Committee.

This bill would provide that no additional funds shall be transferred to the Bicycle Transportation Account. The bill would transfer the remaining assets and liabilities of the Bicycle Transportation Account and the Bikeway Account to the State Highway

Account on July 1, 2014, and would provide that various provisions governing these programs become inoperative on July 1, 2014, and would be repealed on January 1, 2015.

Existing law creates the Environmental Enhancement and Mitigation Program Fund, and states the intent of the Legislature to allocate \$10,000,000 annually to the fund, for expenditure on grants to specified agencies and nonprofit entities for various types of projects that are directly or indirectly related to the environmental impact of transportation facilities, including, among other things, highway landscaping and roadside recreational opportunities.

This bill would instead state the intent of the Legislature to allocate \$7,000,000 annually to the fund, and would delete the reference to projects for highway landscaping and roadside recreational opportunities.

The bill would appropriate \$10,000,000 from the Environmental Enhancement and Mitigation Program Fund to the Secretary of the Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs.

This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.

Appropriation: yes.

*The people of the State of California do enact as follows:*

#### SECTION 1.

Section 164.56 of the *Streets and Highways Code* is amended to read:  
164.56.

(a) It is the intent of the Legislature to allocate seven million dollars (\$7,000,000) annually to the Environmental Enhancement and Mitigation Program Fund, which is hereby created.

(b) Local, state, and federal agencies and nonprofit entities may apply for and may receive grants, not to exceed five million dollars (\$5,000,000) for any single grant, to undertake environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities.

(c) Projects eligible for funding include, but are not limited to, all of the following:

(1) Urban forestry projects designed to offset vehicular emissions of carbon dioxide.  
(2) Acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.

(3) Projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

(d) Grant proposals shall be submitted to the Resources Agency for evaluation in accordance with procedures and criteria prescribed by the Resources Agency. The Resources Agency shall evaluate proposals submitted to it and prepare a list of proposals recommended for funding. The list may be revised at any time. Prior to including a proposal on the list, the Resources Agency shall make a finding that the proposal is eligible for funding pursuant to subdivision (f).

(e) Within the fiscal limitations of subdivisions (a) and (b), the commission shall annually award grants to fund proposals that are included on the list prepared by the Resources Agency pursuant to subdivision (d).

(f) Projects funded pursuant to this section shall be projects that contribute to mitigation of the environmental effects of transportation facilities, as provided for by Section 1 of Article XIX of the California Constitution.

SEC. 2.

Section 892.2 of the *Streets and Highways Code* is amended to read:

892.2.

(a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

(c) All assets and liabilities of the Bicycle Transportation Account shall become assets and liabilities of the State Highway Account before July 1, 2014.

(d) This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 3.

Section 892.4 of the *Streets and Highways Code* is amended to read:

892.4.

The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

(c) This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 4.

Section 892.5 of the *Streets and Highways Code* is amended to read:

892.5.

The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter.

All assets and liabilities of the Bikeway Account shall become assets and liabilities of the State Highway Account before July 1, 2014.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 5.

Section 892.6 of the *Streets and Highways Code* is amended to read:

892.6.

The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 6.

Section 893 of the *Streets and Highways Code* is amended to read:

893.

The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

- (a) New bikeways serving major transportation corridors.
- (b) New bikeways removing travel barriers to potential bicycle commuters.
- (c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.
- (d) Bicycle-carrying facilities on public transit vehicles.
- (e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.
- (f) Elimination of hazardous conditions on existing bikeways.
- (g) Planning.
- (h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost-effectiveness of proposed projects.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 7.

Section 893.2 of the *Streets and Highways Code* is amended to read:

893.2.

The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 8.

Section 893.4 of the *Streets and Highways Code* is amended to read:

893.4.

If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 9.

Section 893.6 of the *Streets and Highways Code* is amended to read:

893.6.

The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 10.

Section 894 of the *Streets and Highways Code* is amended to read:

894.

The department may enter into an agreement with any city or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 11.

Section 894.2 of the *Streets and Highways Code* is amended to read:

894.2.

The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.

This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 12.

The heading of Chapter 3 (commencing with Section 2100) of Division 3 of the *Streets and Highways Code* is amended to read:

CHAPTER 3. HIGHWAY USERS TAX ACCOUNT

SEC. 13.

Section 2106 of the *Streets and Highways Code* is amended to read:

2106.

Notwithstanding Section 13340 of the Government Code, a sum equal to the net revenue derived from one and four one-hundredths cent (\$0.0104) per gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code) shall be apportioned monthly from the Highway Users Tax Account in the Transportation Tax Fund among the counties and cities as follows:

(a) Four hundred dollars (\$400) per month shall be apportioned to each city and city and county and eight hundred dollars (\$800) per month shall be apportioned to each county and city and county.

(b) On the last day of each month, the sum of six hundred thousand dollars (\$600,000) shall be transferred to the State Highway Account in the State Transportation Fund for the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380). For each month in the 2013-14 fiscal year that has passed prior to the enactment of the bill adding this sentence, six hundred thousand dollars (\$600,000) shall be immediately transferred from the Bicycle Transportation Account to the State Highway Account in the State Transportation Fund for the Active Transportation Program, less any amount already expended for that program from the Bicycle Transportation Account during the 2013-14 fiscal year.

(c) The balance shall be apportioned, as follows:

(1) A base sum shall be computed for each county by using the same proportions of fee-paid and exempt vehicles as are established for purposes of apportionment of funds under subdivision (d) of Section 2104.

(2) For each county, the percentage of the total assessed valuation of tangible property subject to local tax levies within the county which is represented by the assessed valuation of tangible property outside the incorporated cities of the county shall be applied to its base sum, and the resulting amount shall be apportioned to the county. The assessed valuation of taxable tangible property, for purposes of this computation, shall be that most recently used for countywide tax levies as reported to the Controller by the State Board of Equalization. If an incorporation or annexation is legally completed following the base sum computation, the new city's assessed valuation shall be deducted from the county's assessed valuation, the estimate of which may be provided by the State Board of Equalization.

(3) The difference between the base sum for each county and the amount apportioned to the county shall be apportioned to the cities of that county in the proportion that the population of each city bears to the total population of all the cities in the county. Populations used for determining apportionment of money under Section 2107 are to be used for purposes of this section.

(d) (1) Transfers of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008. This suspension shall not apply to a county with a population of less than 40,000.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties and cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007-08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

(e) (1) The transfer of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of January, February, and March 2009, shall be made with the transfer of April 2009 revenues in May 2009.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (bond act)) for local streets and roads maintenance, during the period of this suspension, and the use of this cash shall not be considered as an

expenditure of bond act funds, if the cash is replaced when the payments that are suspended pursuant to this subdivision are repaid in May 2009.

(3) This subdivision shall not affect any requirement that an expenditure is required to be accrued and reflected from the appropriate funding source for which the money was received and to meet all the requirements of its funding source.

SEC. 14.

Section 2333.5 of the *Streets and Highways Code* is amended to read:  
2333.5.

(a) The department, in consultation with the Department of the California Highway Patrol, shall establish and administer a "Safe Routes to School" construction program for construction of bicycle and pedestrian safety and traffic calming projects.

(b) The department shall award grants to local governmental agencies under the program based on the results of a statewide competition that requires submission of proposals for funding and rates those proposals on all of the following factors:

- (1) Demonstrated needs of the applicant.
- (2) Potential of the proposal for reducing child injuries and fatalities.
- (3) Potential of the proposal for encouraging increased walking and bicycling among students.
- (4) Identification of safety hazards.
- (5) Identification of current and potential walking and bicycling routes to school.
- (6) Use of a public participation process, including, but not limited to, a public meeting that satisfies all of the following:
  - (A) Involves the public, schools, parents, teachers, local agencies, the business community, key professionals, and others.
  - (B) Identifies community priorities and gathers community input to guide the development of projects included in the proposal.
  - (C) Ensures that community priorities are reflected in the proposal.
  - (D) Secures support for the proposal by relevant stakeholders.
  - (7) Benefit to a low-income school, defined for purposes of this section to mean a school where at least 75 percent of students are eligible to receive free or reduced-price meals under the National School Lunch Program.
- (c) Any annual budget allocation to fund grants described in subdivision (b) shall be in addition to any federal funding received by the state that is designated for "Safe Routes to School" projects pursuant to Section 1404 of SAFETEA-LU or any similar program funded through a subsequent transportation act.
- (d) Any federal funding received by the state that is designated for "Safe Routes to School" projects shall be distributed by the department under the competitive grant process, consistent with all applicable federal requirements.
- (e) Prior to the award of any construction grant or the department's use of those funds for a "Safe Routes to School" construction project encompassing a freeway, state highway, or county road, the department shall consult with, and obtain approval from, the Department of the California Highway Patrol, ensuring that the "Safe Routes to School" proposal complements the California Highway Patrol's Pedestrian Corridor Safety Program and is consistent with its statewide pedestrian safety statistical analysis.
- (f) The department is encouraged to coordinate with law enforcement agencies' community policing efforts in establishing and maintaining the "Safe Routes to School" construction program.
- (g) In the development of guidelines and procedures governing this program, the department shall fully consider the needs of low-income schools.

(h) Up to 10 percent of program funds may be used to assist eligible recipients in making infrastructure improvements, other than schoolbus shelters, that create safe routes to schoolbus stops that are located outside the vicinity of schools.

(i) This section shall become inoperative on July 1, 2014, and, as of January 1, 2015, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2015, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 15.

Chapter 8 (commencing with Section 2380) is added to Division 3 of the *Streets and Highways Code*, to read:

CHAPTER 8. ACTIVE TRANSPORTATION PROGRAM

2380.

There is hereby established the Active Transportation Program in the department for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. It is the intent of the Legislature that the program achieve all of the following goals:

- (a) Increase the proportion of trips accomplished by biking and walking.
- (b) Increase safety and mobility for nonmotorized users.
- (c) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- (d) Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- (e) Ensure that disadvantaged communities fully share in the benefits of the program.
- (f) Provide a broad spectrum of projects to benefit many types of active transportation users.

2381.

(a) The Active Transportation Program shall be funded by state and federal funds from appropriations in the annual Budget Act. Funds for the program shall be appropriated to the department, for allocation by the commission. The amount to be appropriated shall include 100 percent of the federal Transportation Alternative Program funds, except for any federal Recreational Trails Program funds appropriated to the Department of Parks and Recreation; twenty-one million dollars (\$21,000,000) of federal Highway Safety Improvement funds or other federal funds; and State Highway Account funds. Future funding may be augmented if state or federal funds increase, or if other funding sources are identified. Funds appropriated for the Active Transportation Program shall be distributed as follows:

(1) Forty percent to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population. Funds allocated under this paragraph shall be obligated for eligible projects selected through a competitive process by the metropolitan planning organizations in consultation with the department and the commission and in accordance with guidelines established pursuant to this chapter.

(2) Ten percent to small urban and rural regions with populations of 200,000 or less, with projects competitively awarded by the commission to projects in those regions.

(3) Fifty percent to projects competitively awarded by the commission on a statewide basis.

(b) For the purpose of paragraph (1) of subdivision (a), the following shall apply in the region served by the multicounty designated transportation planning agency described in Section 130004 of the Public Utilities Code:

(1) The multicounty designated transportation planning agency shall consult with the county transportation commissions created pursuant to Sections 130050, 130050.1, and 132800 of the Public Utilities Code, the commission, and the department in the development of competitive selection criteria to be adopted by the multicounty designated transportation planning agency, which should include consideration of geographic equity, consistent with program objectives.

(2) The multicounty designated transportation planning agency shall place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.

(3) The multicounty designated transportation planning agency shall obtain concurrence from the county transportation commissions, adopt the projects selected in a comprehensive program of projects, and make funds available to selected project recipients.

(c) The Legislature finds and declares that the program described in this chapter constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor, and all expenditures of Article XIX funds under this program shall be consistent with Article XIX.

2382.

(a) The California Transportation Commission shall develop guidelines and project selection criteria for the Active Transportation Program in consultation with the Active Transportation Program Workgroup, which shall be formed for purposes of providing guidance on matters including, but not limited to, development of and subsequent revisions to program guidelines, schedules and procedures, project selection criteria, performance measures, and program evaluation. The workgroup shall include, but not be limited to, representatives of government agencies and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

(b) The guidelines shall be the complete and full statement of the policies and criteria that the commission intends to use in selecting projects to be included in the program. The guidelines shall address subjects that include, but are not limited to, project eligibility, application timelines, application rating and ranking criteria, project monitoring, reporting, and transparency, and project performance measurement.

(c) The guidelines shall include a process to ensure that no less than 25 percent of overall program funds benefit disadvantaged communities during each program cycle. The guidelines shall establish a program definition for disadvantaged communities that may include, but need not be limited to, the definition in Section 39711 of the Health and Safety Code and the definition of low-income schools in paragraph (7) of subdivision (b) of former Section 2333.5, as that section read on January 1, 2013. A project eligible under this subdivision shall clearly demonstrate a benefit to a disadvantaged community or be directly located in a disadvantaged community.

(d) The California Transportation Commission shall adopt the guidelines and selection criteria for, and define the types of projects eligible to be funded through, the program following at least two public hearings. Projects funded in this program shall be limited to active transportation projects. The guidelines shall ensure that eligible projects meet one or more of the goals set forth in Section 2380 and may give increased weight to projects meeting multiple goals.

(e) In developing the guidelines with regard to project eligibility, the commission shall include, but need not be limited to, the following project types:

- (1) Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users.
- (2) Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings.
- (3) Bicycle-carrying facilities on public transit, including rail and ferries.
- (4) Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- (5) Elimination of hazardous conditions on existing bikeways and walkways.
- (6) Maintenance of bikeways and walkways.
- (7) Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails.
- (8) Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- (9) Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops.
- (10) Educational programs to increase biking and walking, and other noninfrastructure investments that demonstrate effectiveness in increasing active transportation.

(f) In developing the guidelines with regard to project selection, the commission shall include, but need not be limited to, the following criteria:

- (1) Demonstrated needs of the applicant.
- (2) Potential for reducing pedestrian and bicyclist injuries and fatalities.
- (3) Potential for encouraging increased walking and bicycling, especially among students.
- (4) Identification of safety hazards for pedestrians and bicyclists.
- (5) Identification of walking and bicycling routes to and from schools, transit facilities, and community centers.
- (6) Identification of the local public participation process that culminated in the project proposal, which may include noticed public meetings and consultation with local stakeholders.
- (7) Benefit to disadvantaged communities. In developing guidelines relative to this paragraph, the commission shall consider, but need not be limited to, the definition of disadvantaged communities as applied pursuant to subdivision (c).
- (8) Cost-effectiveness, defined as maximizing the impact of the funds provided.
- (9) The adoption by a city or county applicant of a bicycle transportation plan, pursuant to Section 891.2, a pedestrian plan, a safe routes to school plan, or an overall active transportation plan.
- (10) Use of California Conservation Corps or qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141.
- (11) Other factors, such as potential for reducing congestion, improving air quality, reducing greenhouse gas emissions, and increasing and improving connectivity and mobility of nonmotorized users.

(g) For the use of federal Transportation Alternative Program funds, or other federal funds, commission guidelines shall meet all applicable federal requirements.

(h) For the use of federal Highway Safety Improvement Program funds for active transportation projects specific to reducing fatalities and serious injuries, the criteria for the selection of projects shall be based on a data-driven process that is aligned with the state's Strategic Highway Safety Plan.

(i) The guidelines may include incentives intended to maximize the potential for attracting funds other than program funds for eligible projects.

(j) In reviewing and selecting projects funded by federal funds in the Recreational Trails Program, the commission shall collaborate with the Department of Parks and Recreation to evaluate proposed projects, and to ensure federal requirements are met.

(k) To ensure that regional agencies charged with allocating funds to projects pursuant to paragraph (1) of subdivision (a) of Section 2381 have sufficient discretion to develop regional guidelines, the commission may adopt separate guidelines for the state and for the regional agencies relative to subdivision (f).

2383.

The commission may amend the adopted guidelines after conducting at least one public hearing. The commission shall make a reasonable effort to amend the guidelines prior to the call for projects or may extend the deadline for project submission in order to comply with the new guidelines.

2384.

The commission shall adopt a program of projects to receive allocations under this chapter. The guidelines for an initial two-year program of projects shall be adopted within six months of the enactment of the act enacting this section. The commission shall adopt each subsequent program not later than April 1 of each odd-numbered year, but may alternatively elect to adopt a program annually. Each program shall cover a period of four fiscal years, beginning July 1 of the year of adoption, and shall be a statement of intent by the commission for the allocation or expenditure of funds during those four fiscal years. The commission shall form a multidisciplinary advisory group to assist it in evaluating project applications.

2385.

The department shall administer the program consistent with the guidelines adopted pursuant to this chapter.

SEC. 16.

(a) No later than 45 days prior to adopting the initial set of final guidelines for the Active Transportation Program, the California Transportation Commission shall submit the draft guidelines to the Joint Legislative Budget Committee.

(b) The California Transportation Commission shall either include in its 2014 annual report to the Legislature prepared pursuant to Section 14536 of the Government Code, or post to the commission's Web site, with notice to the Joint Legislative Budget Committee, a summary of the first programming cycle of the Active Transportation Program. The information provided shall include, but need not be limited to, a list of all projects selected at both the state and regional levels, a breakdown of the project types that received grant awards, information on grants awarded to disadvantaged communities, and a breakdown by region of grants awarded.

(c) The California Transportation Commission shall include in its 2015 annual report to the Legislature prepared pursuant to Section 14536 of the Government Code an evaluation of the Active Transportation Program. The evaluation shall include, but need not be limited to, a summary of the projects awarded and a summary of the projects completed to date by project type, geographic distribution, and benefit to disadvantaged communities. The commission shall also report on the effectiveness of

the program in terms of planned and achieved improvement in mobility and safety and timely use of program funds.

SEC. 17.

The sum of ten million dollars (\$10,000,000) is hereby appropriated from the Environmental Enhancement and Mitigation Program Fund to the Secretary of the Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs. Notwithstanding any other provision of law, these funds shall be available for allocation until June 30, 2015, and available for encumbrance and liquidation by the recipient local agency until June 30, 2019.

SEC. 18.

This act is a bill providing for appropriations related to the Budget Bill within the meaning of subdivision (e) of Section 12 of Article IV of the California Constitution, has been identified as related to the budget in the Budget Bill, and shall take effect immediately.

THE DEEPER YOU GET, THE DEEPER YOU GET

### Bridges and Tunnels Offer Solution for \$8 Billion Roadkill Problem

BY  
TIM LYDON HIGH COUNTRY NEWS (HTTP://WWW.ADVENTURE-JOURNAL.COM/AUTHOR/TIM-LYDON-HIGH-COUNTRY-NEWS/)  
SEPTEMBER 30, 2013 (http://www.adventure-journal.com/2013/09/tunneling-through-the-berlin-wall-for-wildlife/)  
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One official calls Interstate 70 through Colorado's Rockies the "Berlin Wall for wildlife." Animals killed there include cougars, bears, moose, elk, two of the state's reintroduced Canada lynx, and Colorado's first recorded wolf in more than 70 years, which had wandered all the way from Yellowstone only to be struck by a car.

The amount and diversity of roadkill reflects the area's value to wildlife and helped inspire a recent international competition to design a wildlife highway crossing over I-70 at Vail Pass.

Now, a newly formed coalition of engineers and conservationists calling itself the Rocky Mountain Wildlife Bridge Company wants to build the crossing. It envisions a revolutionary design to add to a growing number of highway wildlife crossings across the country. Each is changing the way we think about roads and promising big benefits for both motorists and wildlife.

The crossings reflect a national problem. The Federal Highway Administration estimates that wildlife-vehicle collisions cause \$8 billion in damages annually, while the Insurance Institute for Highway Safety says that roughly 200 people are killed each year in collisions with animals. The Humane Society of America estimates that more than one million animals die on U.S. roads daily, including panthers, pelicans, grizzlies, elk, and many others.

Fortunately, in a decades-long movement now gaining momentum, biologists, conservationists, and engineers are collaborating to build safer roads. A successful example is U.S. 93 between Missoula and Flathead Lake in northwest Montana. Before a planned highway expansion, tribes, conservationists, and state agencies partnered to include dozens of wildlife crossings along the 60-mile stretch. Most are over-sized culverts with "wing fences" that guide wildlife toward them. Remote cameras have now recorded thousands of animals using the crossings, including deer, bears, otters, owls, turkeys, and more. Footage shows mother deer and bears training their young to use the crossings, and preliminary evidence suggests considerable declines in collisions.

### VIDEO OF THE DAY



(http://www.adventurejournal.com/2013/10/video-of-the-day-nick-offerman-builds-a-canoe/)

It was once an obscure fact but I guess now everyone knows that Nick Offerman, who plays Ron Swanson on Parks and Rec, has a woodshop in which he makes furniture, paddles, and boats, including this beautiful wooden canoe. "From my parents, my grandparents, aunts and uncles, I learned the joy of working with my hands to exact a positive change on the world around me," wrote Offerman. "I left Minooka [Illinois] with a solid set of tool skills, leading to years of remunerative work as a carpenter, culminating in a fascination with fine woodworking." Offerman is turning his attention to ukeleles and guitars, but for a few brief moments he lingered over the planking of this canoe, describing each step along the way. It's pretty awesome, but where did the moustache go?

(http://www.adventurejournal.com/2013/10/video-of-the-day-nick-offerman-builds-a-canoe/)  
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In California, fences guide endangered desert tortoises toward culverts beneath Route 58, which slices across the Mojave Desert. Researchers say it has decreased wildlife mortality more than 90 percent in just four years. Back in Colorado, many motorists winding through Glenwood Canyon on I-70 are unaware that the road's redesign in the 1990s included features to protect bighorn sheep.

In the 1980s, Canada's Banff National Park set the standard for North American wildlife crossings, constructing 22 underpasses and two overpasses where a highway bisects the park. Research indicates grizzlies, wolves, elk, and other animals have used the corridors 240,000 times, resulting in an 80 percent decline in collisions. Researchers even documented mothers teaching their young how to negotiate the routes.

Increasingly, motorists aid the effort. In 2009, savvy researchers at the University of California Davis realized that the millions of GPS-equipped phones and cars Americans now own could provide unprecedented data on collision patterns. They created the California Roadkill Observation System, the first statewide roadkill reporting website. Drivers have uploaded data on thousands of wildlife collisions, including GPS coordinates, date, time, and species, and a recent app now invites bicyclists to participate. In 2012, Idaho created a similar system.

In Washington, state and federal agencies, conservationists, and the University of Montana created the "I-90 Wildlife Watch" website. Drivers can use an interactive map to report both living and dead animals on a busy stretch near Snoqualmie Pass due for upgrades. Users report becoming hooked, and the data will help agencies design and place new wildlife crossings. In February, the agencies announced a scholarship for high school students to help with design.

All of this is important work. The wildlife killed on our roads includes males seeking mates, mothers of vulnerable young, and amphibians migrating to breeding grounds. Their deaths come at a time when extinctions are soaring. Meanwhile, climate change is causing animal migrations, not just north and south, but across valleys, up and down mountains, to wherever the good food and weather is shifting. As the migrations increase, safe wildlife crossings help prevent populations from becoming fragmented or isolated. They also preserve the integrity of our protected places.

For instance, the proposed Vail Pass crossing will link the Eagles Nest Wilderness and the Holy Cross Wilderness on the White River National Forest. Crossings in Montana, Washington, and elsewhere also link similar lands, improving their function for genetic exchange and food variability.

Of course, the crossings also make roads safer for people, saving untold numbers of lives and damages every year.

*Environmental coverage made possible in part by support from Patagonia. For information on Patagonia and its environmental efforts, visit [www.patagonia.com](http://www.patagonia.com) (<http://www.patagonia.com>). In affiliation with High Country News (<http://www.hcn.org>). Illustration via Inhabitat.*



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