

Mono County Local Transportation Commission

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AGENDA

December 9, 2013 – 9:00 A.M.

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of Special Meeting November 15, 2013 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ACTION ITEMS**
 - A. Adopt amendment to Chapter 6 Financial Element of 2008 Regional Transportation Plan (RTP) by approving resolution R13-011 (*Gerry Le Francois*) – **p. 5**
 - B. Adopt 2014 Regional Transportation Improvement Program (RTIP) by approving resolution R13-012 (*Gerry Le Francois*) – **p. 46**
 - C. Authorize letter to US Fish & Wildlife Service (USFWS) re extension of comment period on potential listing of sage grouse – **p. 49**
6. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS) update
7. **CALTRANS**
 - A. Report activities in Mono County and provide pertinent statewide information
8. **QUARTERLY REPORTS** (*Caltrans presented in October*)
 - A. Mono County – **p. 51**
 - B. Town of Mammoth Lakes – **p. 54**
9. **INFORMATIONAL:**
 - A. California's Substandard Highways – **p. 60**
 - B. Car Tax Hike – **p. 62**
10. **UPCOMING AGENDA ITEMS**
11. **ADJOURN** to Jan. 13, 2014

***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 SPECIAL MEETING MINUTES

Friday, November 15, 2013

COUNTY COMMISSIONERS: Larry Johnston, Fred Stump **ABSENT:** Tim Fesko
TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Rick Wood (alternate for Lehman)
COUNTY STAFF: Scott Burns, Jim Leddy, Gerry Le Francois, Jeff Walters, Megan Mahaffey, C.D. Ritter
TOWN STAFF: Peter Bernasconi, Jamie Robertson
CALTRANS: Forest Becket
ESTA: Jill Batchelder
GUESTS: Tim Taylor, Karen Ferrell-Ingram

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:03 a.m., and alternate Rick Wood led the pledge of allegiance.

2. **PUBLIC COMMENT:** Tim Taylor, 30-year CDFW wildlife biologist, viewed wildlife crossing possibilities on US 395 with Commissioner Johnston. Mono has six migratory herds, high number of road kill, especially spring and fall. Proposed project extends from Caltrans station to SR 203 and 203 into Mammoth. Hundreds of deer head to high country March through June, foraging on spring growth. Living by and crossing highway increase risk of vehicle collisions. Utah studies show one of seven deer killed on road is recovered by maintenance personnel or researchers, so likely not all road kill is tabulated. Research shows keeping animals off highway is only way to reduce road kill. CDFW supports deer project, will help collect data, and design structures.

Potential cost or damage by deer/vehicle collisions? *Substantial. Check with insurance companies.* Commissioner Hogan cited human fatalities, a CHP rollover several years ago. People are tired of seeing dead deer on road.

Commissioner Stump asked about proposed sage grouse area. Perches for predators? *More concern for grouse flying into fences. Mark fences with reflectors that twist and flip in wind. Sage grouse don't live close to roadway.*

Would scenic highway designation interfere? *Not great area for deer crossing, as no creek crossings, so consider overpass structure.*

Commissioner Johnston requested a return at another meeting for update and further discussion.

Peter Bernasconi introduced Jamie Robertson, new assistant engineer working with OWP, budgets.

3. **MINUTES:** Special Meeting October 17, 2013

MOTION: Adopt minutes of Oct. 17 as amended: 1) Public comment: Commissioner Hogan distributed message from Eastside Velo **on new law** regarding motorists keeping 3' clearance from bicycles; 2) Item 7A: (State **requirement** is 10%); and 3) 7B: YARTS **Authority Advisory Committee** meeting yesterday...
(Hogan/Bacon. Ayes: 4. Abstain due to absence: Wood. Absent: Fesko.)

4. **COMMISSIONER REPORTS:** Johnston: Visited Tonopah 200-megawatt solar plant under construction, highly visible, looks like FEMA encampment, motels are filled.

5. **ACTION ITEMS**

A. **Amendment 1 to Overall Work Program (OWP):** Megan Mahaffey distributed the amendment. Foregoing asset management plan from this funding source? *Peter Bernasconi: Yes.*

Commissioner Hogan noted match was postponed awaiting other funding. Three years to use grant funding.

MOTION: Approve Amendment 1 to the Overall Work Program (OWP), which authorizes rollover Rural Planning Assistance (RPA) funds for the current OWP and other adjustments by Town of Mammoth Lakes and Mono County. (*Stump/Bacon. Ayes: 5-0. Absent: Fesko.*)

B. Pavement Management System: Nate Greenberg noted existing system is steel box from Street Saver, designed for larger municipalities with street density, lots of pavement. Hard to get data out to analyze. Contracts are with Lumos (conceptual project design, data collection) and Gnomon (technical focus to design system). Asset management component complements pavement management. Database with series of data sets showing street alignments, signs, culverts, etc. Use within existing technology, full control of data model. Greenberg showed data graphically. Pavement Condition Index (PCI) has 10-point scale evaluating routine maintenance, capital preventive maintenance, and structural improvements. All Mono streets were assessed, all data is in. Every two years track what's been done and how it affects PCI rating.

Sign management plan includes mailbox inventories within right of way, cattle guards, and culverts. No issues with integration of Street Saver into this system. Consolidated data set will be viewed holistically.

Bernasconi noted Street Saver has useful parts that evaluate overall costs with treatments. Big gap existed for many years; required more effort. Includes signs, drainages. Trails? *In PCI index.* Certify County roads only? Yes.

C. Pavement Management System certification: Jeff Walters will add Mono County Exhibit 3.

MOTION: Certify Pavement Management System and adopt it as budgeting & project selection tool (*Stump/Bacon. Ayes: 5-0. Absent: Fesko.*)

D. Memorandums of Understanding (MOUs) for 14/395 corridor & US 395 in San Bernardino County: Gerry Le Francois introduced Minute Order M13-02 (mis-labeled as M13-01). Kern COG acknowledges reimbursement of 20% to Mono and Inyo. Four-county MOU has correct names, all within District 8.

Alternate Rick Wood was happy MOUs are still around. Commissioner Hogan lauded regional cooperation and suggested publicizing the MOUs. Forest Becket confirmed MOUs were updated and clarified.

MOTION: Approve Minute Order M13-02 to authorize chair and executive officer's signatures on Memorandum of Understanding (MOU) for the 14/395 corridor and MOU for US 395 in San Bernardino County. (*Wood/Hogan. Ayes: 5-0. Absent: Fesko.*)

E. Resolution R13-10: Jill Batchelder stated bus-washing equipment would make Mammoth Transit Facility fully usable. Bonds will be sold in fall 2014.

Included in Regional Transportation Improvement Program (RTIP)? *No, separate, with no effect on RTIP.* What if bonds don't sell? *ESTA would be responsible.*

MOTION: Approve Resolution R13-10 allocating \$15,000 of FY 2014-15 Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA) funds to the purchase and installation of bus-washing equipment at the Mammoth Lakes Transit Facility, approving a Letter of No Prejudice (LONP) for the project, and authorizing the Eastern Sierra Transit Authority's executive director to complete and execute all documents for PTMISEA plan submittal, allocation requests and Letter of No Prejudice approval (*Hogan/Bacon. Ayes: 5-0. Absent: Fesko.*)

6. ADMINISTRATION

A. Regional Transportation Improvement Program (RTIP): Gerry Le Francois noted RTIP recurs every two years, and several staff meetings were held in recent weeks. He highlighted projects for Mono and Town. Significant cost is \$9.3 million, with \$3.8 million to program new projects for the first time in three or four cycles. Mono projects: 1) Airport Road rehab: \$1.4 million cost includes bike lanes (\$220,000), which makes sense for extension to Benton Crossing Road; and 2) Convict Road: Federal Lands Access Program (FLAP) match into 2012 STIP/RTIP to use reserve dollars. Do preventive features to extend road life instead of full rehab.

Jeff Walters indicated other agencies across the country use thin overlays to preserve roads for many years. Commissioner Johnston described it as proactive vs. reactive.

Peter Bernasconi noted town council discussed sidewalk projects along state highway. Commissioner Stump noted that Airport Road rehabilitation funding had diminished by \$400,000 since last presentation. Why the change? *Added bike lane.* Walters expressed shock at bike lane cost. Commissioner Hogan referred to policy that new roads

include bike lanes. Stump, however, preferred balancing priorities with pavement maintenance on a variety of roads, not just one. Walters will share concerns with Garrett Higerd. Impacts to other roads could occur if focus is on Airport Road. Stump suggested taking longer to rehabilitate Airport Road.

Commissioner Bacon noted town council thought Airport Road should be a Mono priority. Stump agreed it should be a priority, but not with sacrifices. Maybe keep current configuration.

Le Francois reminded that RTIP is due to State Dec. 14. If RTIP is approved Dec. 9, when would Airport Road construction begin? *Fiscal year 2017-18.*

B. Financial Element of Regional Transportation Plan (RTP): Gerry Le Francois noted update of Ch. 6. The RTP is a policy document, whereas RTIP implements specific projects. MAP-21 (Moving Ahead for Progress in the 21st Century) changed funding categories, added/deleted funding sources. Consider MOU for Mono. LTC priorities acknowledged, tweak policies later. Mono spends \$600,000/yr to maintain roads and wants State credit.

Commissioner Johnston noted snow removal for Town, but not County. *Le Francois cited Tioga Road.* Forest Becket noted Financial Element of RTP shows what counties are doing locally, with snow removal as a cost.

Redline changes? Scott Burns noted other Ch. 6 is really old. Too many changes make redline not worthwhile.

C. Going to the Sun Road at Glacier National Park: Jeff Walters spoke with Lou Summerfield, who worked years at Glacier National Park before moving to Yosemite. Differences between Glacier and Tioga exist as well as similarities. Glacier is working on expensive upgrade, replacing guardrail with wood for historic flavor. Lots of avalanche danger. On Tioga Road, very little guardrail was installed due to avalanche and rockfall. Glacier preps for winter by installing snow poles 60'-80' tall and using GPS systems to assist plowing. Buses are from late 1930s, but Ford Motor Co. donated new bus chasses in 2002.

Walters met with National Park Service and Caltrans recently. Tioga traffic delays will occur next summer during road repair from Crane Flat to White Wolf, with new base, no widening, no bike lane, no guardrail or masonry work. Rest of Tioga Road will be repaired in later years.

Old-style buses for Eastside may not be available anymore. Maybe open-air buses like San Francisco, but consider weather conditions. Park superintendent's goal is to open Tioga by Memorial Day. Olmsted Point needs drone-style snowcat to deal with avalanche danger.

Commissioner Johnston wanted to change utilitarian entry to more park-like setting even though can't replicate narrower Glacier road. Create some better turnout sites, add wall treatment to address rockfall issues and tie in with aesthetics. Could be statewide funded.

Forest Becket cited SHOPP (State Highway Operation & Protection Program) for rehabs listed in draft RTP. Every project is on US 395, a more regionally significant corridor. State Route 120 would be funded by minor program, small improvements. Re-did bridge east of Ellery Lake. Work in partnership, competitive funding sources for pullouts, etc. If pursued MOU effort, would not get additional 40%, as SR 120 is not interregional focus route.

Commissioner Hogan indicated "jammers" at Glacier are powered by propane. Walters cited Glacier's effort to reduce carbon emissions. Commissioner Stump cited astounding vehicle size difference between YARTS bus and jammers. Hogan explained tight road turns at Glacier restrict bus size.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder noted ESTA starts Redline Nov. 22 and other winter routes Nov. 27, depending on snow conditions.

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns had nothing to report.

8. CALTRANS

A. District 8 interim projects: Forest Becket presented District 8 PowerPoint on corridor improvement between US 15 and SR 58. Key theme is reducing congestion/increasing operational efficiency. Growth occurred so fast in Victorville/Adelanto area, new strategy was needed. Speed differential between vehicle types. Create west-east commute corridor Apple Valley to Palmdale instead of bypassing Adelanto/Hesperia. Future 395 four-lane would likely use interchange.

B. Activities in Mono County & pertinent statewide information: Becket had nothing to report.

Commissioner Stump reported White Mountain fire district noted cattle signage relating to 100 head of wild horses or wildlife, even though BLM had removed cattle. Caltrans would need more information on prevalent conditions.

9. **QUARTERLY REPORTS** (*Caltrans presented in October, Mono County will present in December*)
 - A. **Town of Mammoth Lakes:** Continue to December.
10. **UPCOMING AGENDA ITEMS:** 1) RTIP; 2) RTP; 3) Tim Taylor on deer; 4) Town & County quarterly reports; 5) USFWS comment extension on sage grouse, if not get it, have LTC weigh in, as it affects road projects.
11. **ADJOURN** at 11:08 a.m. to Dec. 9, 2013.

Prepared by C.D. Ritter, LTC secretary

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Staff Report

December 9, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Amendment to Chapter 6 Financial Element of the 2008 Regional Transportation Plan (RTP)

RECOMMENDATIONS:

Adopt resolution R13-11 amending Chapter 6 Financial Element of the 2008 Regional Transportation Plan.

FISCAL IMPLICATIONS:

The RTP is the primary planning document on transportation issues and priorities for the Mono County LTC and provides the policy framework for funding regional transportation priorities and projects. The Financial Element includes projects for the 2014 Regional Transportation Improvement Program (RTIP) and future RTIPs.

ENVIRONMENTAL COMPLIANCE:

An addendum to the Environmental Impact Report for the existing RTP has been prepared in compliance with the California Environmental Quality Act (CEQA). An addendum is permitted for changes or additions in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines and none of the conditions described in CEQA Guidelines 15162 have been identified to require the preparation of a subsequent EIR.

RTP / RTIP CONSISTENCY:

The amendment to the Financial Element is needed to ensure the 2014 RTIP is consistent with the RTP.

DISCUSSION:

As the Regional Transportation Plan is the planning document for LTC, this Financial Element amendment includes updates to the following:

<ul style="list-style-type: none">• Moving Ahead for Progress – MAP 21 funding programs and information	<ul style="list-style-type: none">• Town of Mammoth Lakes Roadway Improvement Program
<ul style="list-style-type: none">• Financial tables for revenue and operation costs of the transportation system	<ul style="list-style-type: none">• Mono County and Town of Mammoth Lakes Airport Improvement Program
<ul style="list-style-type: none">• District 9 Short-Range Improvements	<ul style="list-style-type: none">• Unconstrained Project List
<ul style="list-style-type: none">• LTC MOU & IIP Long-Range Improvements	<ul style="list-style-type: none">• Other changes to reflect consistency between the financial element and 2014 RTIP
<ul style="list-style-type: none">• Mono Co Roadway Improvement Program	

There are no changes to the Regional and Community Policy Elements and/or the Town of Mammoth Lakes Policy Elements. A much broader update to the Regional Transportation Plan is scheduled to be completed in 2014.

ATTACHMENT:

- Resolution R13-11
- Financial Element – Chapter 6

RESOLUTION R13-11

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
AMENDING CHAPTER 6 FINANCIAL ELEMENT OF THE
2008 REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Mono County Local Transportation Commission (LTC), which is the Regional Transportation Planning Agency for Mono County, is required to prepare and adopt a Regional Transportation Plan (RTP) directed at achieving a coordinated and balanced regional transportation system as required by Government Code 65080, and the Mono County LTC has adopted such an RTP; and

WHEREAS, on Dec. 9, 2013, the Mono County LTC conducted a noticed public hearing to consider amending Chapter 6 Financial Element of the 2008 RTP, as well as the Environmental Impact Report Addendum that allows changes or additions in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines and none of the conditions described in CEQA Guidelines 15162 have been identified to require the preparation of a subsequent EIR; and

WHEREAS, based on the testimony received at that public hearing as well as its own consideration of the amendment and the EIR Addendum, the Mono County LTC finds that the amendment to Chapter 6 of the 2008 RTP is consistent with the RTP and that the EIR Addendum appropriately analyzes the environmental effects of the update and was otherwise prepared in compliance with CEQA.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission amends Chapter 6 Financial Element of the 2008 Regional Transportation Plan and the EIR Addendum prepared thereon.

Passed and adopted this 9th day of December 2013.

Ayes:		Approved as to form:
Noes:		
Abstains:		
Absent:		Stacey Simon, Assistant County Counsel

		Attest:
Larry Johnston, Chair Mono County Local Transportation Commission		C.D Ritter, Secretary

CHAPTER 6: FINANCIAL ELEMENT

FOCUS AND CONTENT

The Financial Element of the RTP must identify how the adopted transportation system can be constructed and maintained by providing “system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation” (23 CFR 450.322(f)(10)). In order to fulfill this goal, the Financial Element provides the following information:

- An overview of current federal and state transportation funding;
- A list of existing and potential revenue sources for transportation system improvements in Mono County;
- A list of financially unconstrained projects;
- A list of financially constrained projects (as presented in the STIP); and
- The identification of projects listed in the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP) and the inclusion of those projects in the Federal Transportation Improvement Program (FTIP).

TRANSPORTATION FUNDING OVERVIEW

FEDERAL FUNDS

Transportation funding for surface transportation programs, particularly for highways and public transportation, is funded largely by federal transportation funds. The most current Federal Transportation Bill is MAP-21 (the Moving Ahead for Progress in the 21st Century Act), which allocates funding through FY 2013-2014. MAP-21 eliminated some existing federal transportation programs, introduced new programs, and amended other existing programs.

Core programs in MAP-21 include the following:

- Congesting Mitigation and Air Quality Improvement Program (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning;
- National Highway Performance Program (NHPP);
- Surface Transportation Program (STP);
- Transportation Alternatives Program (TAP); and
- Tribal Transportation Program (TTP).

These programs are funded primarily through the Highway Trust fund, which has two accounts, one for highways and one for mass transit. Revenue for the fund comes mostly from gas taxes, which are not indexed to inflation. As fuel consumption declines, revenues for the Federal Highway Trust Fund decline as well. Since 2008, Congress has transferred general funds to the Highway Trust Fund, but has not created any new, ongoing revenue for the Highway Trust Fund. Shortfalls in the Federal Highway Trust Fund will have a very real and serious trickle-down effect to the local level, resulting in insufficient funds to meet existing obligations.

STATE FUNDS

The State Highway Account (SHA) funds the State Highway Operation and Protection Program (SHOPP) for maintenance projects on the State Highway System. Unallocated SHA funds may also be used to make short-term loans to advance the capital-improvement phase of STIP-eligible projects, provided those projects meet certain criteria.

The SHA is also funded through gas taxes, which were indexed for inflation in 2013, for the first time in over 15 years. SHA funding continues to decline also as fuel consumption declines. In response, Caltrans has developed a ten-year “financially-constrained needs plan”, with an estimated total need of \$2,082,000,000 annually in 2012 dollars to meet needs identified in the SHOPP.

The State Transportation Improvement Program (STIP) consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The STIP includes a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, as allocated by the California Transportation Commission for the following five fiscal years.

TRANSPORTATION FUNDING SOURCES

This section contains an inventory of existing and potential new transportation funding sources that may be available for transportation system improvements outlined in the Mono County RTP over the 20-year planning period.

Transportation Funding Sources, Mono County & the Town of Mammoth Lakes

Program	Source of Funding	Mode Served
Airport Improvement Program (AIP)	Federal	Aviation
Active Transportation Program (ATP)	Federal, State	See BTA, SR2S, and TAP
Bicycle Transportation Account (BTA)	State	Pedestrian, bicycle
California Office of Traffic Safety Grants (OTS)	State	Pedestrian, bicycle
California Safe Routes to Schools (SR2S0)	State	Highway, roads, pedestrian, bicycle
California Streets and Highways Code, Sections 887.8(b) and 888.4	State	Non-motorized facilities
Caltrans, Division of Aeronautics	State	Aviation
Community Based Transportation Planning Program (CBTP)	State	Transportation and land use planning
Emergency Relief for Federally Owned Roads (ERFO)	Federal	Tribal and Federal lands transportation facilities, public roads on Federal lands
Emergency Relief Program, Federal Aid Highways (ER)	Federal	Highways, roads, tribal transportation
Environmental Enhancement and Mitigation Program (EEMP)	State	Highway landscaping, resource lands improvements
Environmental Justice Transportation Planning Grants (EJ)	State	Transportation planning
Federal Lands Access Program (FLAP)	Federal	Highways
Federal Transit Administration Transit Grant Programs (FTA)	Federal	Transit, para-transit
Highway Safety Improvement Program (HSIP)	Federal	Highways, roads, pedestrian, bicycle, Safe Routes to Schools, workforce development, training and education
Interregional Transportation Improvement Program (ITIP)	Federal/State	State highways, transportation enhancements
Mello-Roos Community Facilities Act	State	Roads, pedestrian, bicycle
Prop 1B Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006	State	Highways, roads, transit, traffic reduction, air quality, bridges
Prop 116 Clean Air and Transportation Improvement Act of 1990	State	Transit, pedestrian, bicycle
Recreational Trails Program (RTP)	Federal	Trails, trail-related facilities

Regional Transportation Improvement Program (RTIP)	Federal	Highways, roads, transit, pedestrian, bicycle
Rural Planning Assistance (RPA)	State	State transportation planning
State Gas Tax		Roads, maintenance
State Highway Operations and Protection Program (SHOPP)	State	Highways, roads, pedestrian, bicycle
State Transportation Improvement Program (STIP)	State	Highways, roads, transit, pedestrian, bicycle
Surface Transportation Program (STP)	State	Highways, roads, bridges, pedestrian, bicycle, transit, environmental mitigation, local streets
Transportation Alternatives Program (TAP)	Federal	Pedestrian, bicycle, transit, trails, environmental mitigation, Safe Routes to Schools, landscaping
Transportation Development Act of 1971 (TDA)	State	Highways, roads, transit, pedestrian, bicycle
Tribal Transportation Program (TTP)	Federal	Roads, bridges, transit, transportation planning
U.S. Forest Service	Federal	Roads

Airport Improvement Program (AIP)

The Federal Aviation Administration (FAA) provides funding for airport planning and development projects that enhance capacity, safety, security, and mitigate environmental issues. FAA grants have been utilized by the County and the Town for airport improvements. Funding is available through FY 2015 at 90 percent federal participation/10 percent local participation.

Active Transportation Program (ATP)

The Active Transportation Program consolidates various federal and state programs into a single program with the intent of making California a national leader in active transportation (biking, walking, other non-motorized transportation modes). The purpose of ATP is increase use of active modes of transportation and, in doing so, to increase safety and mobility, help achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities share equally in the benefits of the program, and provide a broad spectrum of projects to benefit a variety of active transportation users. The ATP includes the Bicycle Transportation Account (BTA), the California Safe Routes to School (SR2S), Environmental Enhancement and Mitigation Program (EEMP), and the Transportation Alternatives Program (TAP).

Bicycle Transportation Account (BTA)

The BTA funds projects that improve safety and convenience for bicycle commuters in jurisdictions with an adopted Bicycle Transportation Plan (BTP). The BTA is now part of the ATP.

California Office of Traffic Safety (OTS) Grants

OTS grants fund bicycle and pedestrian safety and educational program on a competitive basis.

California Safe Routes to School (SR2S)

Eligible projects for SR2S funds include infrastructure projects in the vicinity of a school, as well as traffic education and enforcement activities within approximately 2 miles of an elementary or middle school. Other eligible non-infrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TAP funds and may be eligible in the HSIP or STP. The SR2S is now part of the ATP.

California Streets and Highways Code Sections 887.8(b) and 888.4

These sections of State Code permit Caltrans to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a state highway.

Caltrans, Division of Aeronautics, Grants and Loans

The California Aviation System Plan (CASP) identifies eligible projects for the State's aviation funding programs. These programs provided grants and loans to eligible programs for capital improvements, land acquisition, and planning projects. Eligibility for some grants requires inclusion in the STIP. Includes *Acquisitions and Development (A&D) Grant Program, Annual Credit Grants, Airport Loan Program, and State AIP Matching Grants.*

Community-Based Transportation Planning (CBTP) Grant Program

This program provides funding for coordinated land use and transportation planning process that results in public engagement, livable communities and a sustainable transportation system. Caltrans administers the program; for FY 2013-14 the grant cap is \$300,000.

Emergency Relief Program for Federal-Aid Highways (ER)

Emergency Relief for Federally Owned Roads (ERFO)

These programs provide funds to repair federal-aid highways and roads on federal lands which have been damaged by natural disasters or catastrophes. The federal funds are meant to supplement state and local funds.

Environmental Enhancement and Mitigation Program (EEMP)

This is a State program funded by gas tax moneys, which provides grants to mitigate the environmental impacts of modified or new public transportation facilities. Grants are awarded in four categories: Highway Landscaping and Urban Forestry; Resource Lands; Roadside Recreation; and Mitigation Beyond the Scope of the Lead Agency. Grants are generally limited to \$350,000. Grant proposals are evaluated by the California Natural Resources Agency; funds are administered by Caltrans. The EEMP is now part of the ATP.

Environmental Justice Transportation Planning Grants (EJ)

This program is administered by Caltrans and focuses on projects that address transportation and community development issues relating to low-income, minority, Native American, and other under-represented communities. The goal of the program is to improve mobility, access, safety, affordable housing opportunities and economic development opportunities for those groups.

Federal Lands Access Program (FLAP)

This program is a component of MAP-21, and is a replacement for the Federal Lands Highway Program. FLAP supplements state and local funding to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands, particularly those that serve high-use recreation sites and economic generators.

Federal Transit Administration (FTA) Transit Grant Program

FTA grants provide funding for a variety of transit related programs and activities.

- FTA Section 5304, Transit Planning Grant Program, provides funding for transit and/or intermodal planning studies in areas with populations fewer than 100,000.
- FTA Section 5310, Elderly Individuals & Individuals with Disabilities, provides discretionary capital funds to meet the transportation needs of elderly persons and persons with disabilities. Grants may be awarded to public transit operators or private non-profit organizations.
- FTA Section 5311, Rural Area, provides capital and operating expenses for non-urbanized transit systems in rural areas. A portion is set aside for Native American tribes.
- FTA Section 5311(b)(2)(3), Rural Transit Assistance Program (RTAP), provides funds for training, technical assistance, research, and related support services for transit operators in non-urbanized areas.

Highway Safety Improvement Program (HSIP)

A component of MAP-21 and a core federal-aid program which focuses on significantly reducing fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

Mello-Roos Community Facilities Act

This act allows local governments or districts to establish a Mello-Roos Community Facilities District (CFD) to provide for financing public improvements and services where no other money is available.

Prop 1B--The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

Bond revenues for the following uses:

- Congestion Reduction, Highway and Local Road Improvements—for capital improvement projects to reduce congestion and increase capacity on state highways, local roads, and public transit.
- Safety and Security—for projects to protect against a security threat of improve disaster response capabilities on transit systems, as well as grants to seismically retrofit bridges, ramps, and overpasses.
- Goods Movement and Air Quality—for projects to improve the movement of goods on state highways. Can also be used to improve air quality by reducing emissions related to goods movement and replacing or retrofitting school buses (that portion is administered by the California Air Resources Board).

Prop 116—Clean Air & Transportation Improvement Act of 1990

Non-urban county transit funds can be made available for transit or non-motorized facilities. There has been some difficulty in approving allocations under Prop 116 due to the State's fiscal problems.

Recreational Trails Program (RTP)

MAP-21 amended this program to make funding for recreational trails projects a set-aside from the State's TAP funds, unless the Governor opts out in advance.

Rural Planning Assistance (RPA)

Rural Planning Assistance (RPA) funding is for state transportation planning activities and is allocated annually based on a population formula.

State Highway Operations & Protection Program (SHOPP)

The SHOPP provides funding for maintenance of the State Highway System. Projects are nominated within each Caltrans District office and are sent to Caltrans Headquarters for programming. Final projects approval is determined by the CTC, with funding prioritized for critical categories (emergency, safety, bridges, pavement preservation). The State currently has insufficient funds to maintain the existing transportation infrastructure and there is no set formula for allocating SHOPP funds.

State Transportation Improvement Program (STIP)

The STIP is a five-year capital improvement program for the planning and implementation of capital improvements to the transportation system, including improvements to mobility, accessibility, reliability, sustainability and safety. The STIP includes two components, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RTIP receives 75 percent of the STIP funds, and the ITIP receives 25 percent of the funds.

The RTIP is prepared by the Mono County LTC and approved by the CTC as a part of the STIP, generally every two years. The ITIP is prepared by Caltrans and approved by the CTC as part of the STIP, although regional agencies can provide input and seek co-funding for specific ITIP projects in their region.

Surface Transportation Program (STP)

STP funding can be used for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, and pedestrian projects, including environmental restoration and pollution abatement. A portion of the STP is set aside for TAP and State Planning and Research.

Transportation Alternatives Program (TAP)

The TAP is a new program established by MAP-21 that provides funding for alternative transportation projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving

non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. TAP projects are not required to be located along federal-aid highways. The TAP is a competitive program and is not included in the STIP. The TAP is now part of the ATP.

Transportation Development Act (TDA)

The Transportation Development Act (TDA) of 1971 created two funds primarily for public transportation: the State Transit Assistance (STA) account and the Local Transportation Fund (LTF). These are funded by a share of the state sales tax that is returned to the county of origin to support transit programs. In areas having no unmet transit needs, the funds may be spent for transportation planning or street and road purposes, at the discretion of the LTC. LTF funds are presently divided proportionately between the Town (55 %) and the County (45 %). LTF funds can be used as local matching funds for either state or federal funds. LTF funds are a traditional revenue source for Mono County and the Town.

Tribal Transportation Program (TTP)

The Tribal Transportation Program supports projects that improve access to and within Tribal lands. Under Map-21, the TTP replaces the Indian Reservation Roads program, and adds new set-asides for transportation and tribal safety projects. Eligible activities include transportation planning, engineering, and maintenance, the construction, restoration, or rehabilitation of transportation facilities, environmental mitigation, and the operation and maintenance of transit facilities that are located on or provide access to tribal lands.

US Forest Service

The U.S. Forest Service places a fee on all timber receipts from national forests. States then receive 25 percent of the receipts from timber sales within their boundaries which are passed through to local agencies to benefit roads and schools in the counties where the sales occurred. In Mono County, this revenue becomes part of the County Road Fund, to be used for operational improvements.

POTENTIAL ADDITIONAL FUNDING SOURCES

Other local funding sources may be available in Mono County should state and federal funding sources prove insufficient in the future, including funding for ongoing maintenance and rehabilitation projects for existing facilities. The following local funding sources could be used in Mono County and the Town of Mammoth Lakes:

General Fund

Monies come from a variety of sources, including property tax, business license tax, bed tax, motor vehicle in-lieu fees, and other fees levied by the Town and County. General fund moneys can be used to pay a portion of capital costs, or to cover budget items normally covered by LTF moneys. It is important that a local commitment be present to attract grant sources.

Development Impact Fees

Development Impact Fees may be available to offset potential transportation-related impacts identified for specific projects.

Public/Private Partnerships

Funding may be available from local agencies and private organizations. Recent cooperation between the U.S. Forest Service and the community of Lee Vining resulted in the construction of the Lee Vining community trail, and a local snowmobile enthusiasts group has helped develop signed snowmobile trails on public lands. In addition, it may be possible to obtain assistance from local groups and businesses in the construction and maintenance of bikeway facilities through a sponsorship program similar to the Adopt-A-Highway program implemented by Caltrans.

Other Local Sources

Other local sources may be available should state and federal funding sources prove insufficient for future projects:

- Increase in Transient Occupancy Tax (TOT)
- Condominium Use Tax
- Local Gas Tax
- Special Transportation Taxes
- Fees and Charges for Services
- Developers Contribution
- Mitigation Fees
- Revenue Bond
- Lease Purchase Acquisition
- Grants-in-Aid
- Benefit Assessment Districts
- County Service Area Improvement Area Bonds
- Major Thoroughfare Fees

FINANCE PLAN**RELATIONSHIP BETWEEN THE RTP FINANCIAL ELEMENT AND THE STIP**

Most of the highway and road system in Mono County is either federal or state highways. As a result, the County relies heavily on the STIP and SHOPP to fund transportation improvements and maintenance projects on surface roads in the county. Projects in the Mono County RTP Financial Element are aligned with the STIP and the RTIP in order to provide consistency with those documents and in order to ensure maximum funding for projects in the county.

EXISTING TRANSPORTATION SYSTEM OPERATING COSTS

Current projected transportation system operating costs for Mono County and the Town of Mammoth Lakes are shown in Appendix D. Those costs include the costs to operate and maintain the existing transportation system in Mono County, including the cumulative cost of deferred maintenance on the existing infrastructure. Current revenue projections for the operations and maintenance of the existing transportation system are also shown in Appendix D for both the County and the Town. For the County, Fiscal Year 12/13 shows actual revenues & expenditures, FY 13/14 is based on the current budget and the remaining are based on a 2% projected growth factor, except the General Fund which is projected to remain stable.

COSTS & REVENUE PROJECTIONS FOR TRANSPORTATION SYSTEM IMPROVEMENTS

This section includes estimates of costs and revenue projections for transportation system improvements recommended in the Action Element, by mode and by recipient agency.

Revenues allocated for transportation purposes by Mono County have traditionally included revenues restricted to transportation uses, such as state fuel taxes (Streets and Highways Code Section 2104 and 2106), vehicle code fines, forest reserve payments, Local Transportation Funds, State Transit Assistance Funds, developers' fees and direct assessment, and Federal-Aid Secondary. In addition, certain non-restricted funds have traditionally been used, including motor vehicle in-lieu fees, minor property rents, and federal revenue sharing. In recent years, the County has received transportation grant moneys for airport improvements and transit and has also appropriated General Fund contingency moneys when faced with emergency road repair needs.

HIGHWAYS

Costs and revenue projections for proposed transportation system improvements on highways within Mono County are contained in the STIP and SHOPP (see Appendix D).

LOCAL ROADWAYS

Cost and revenue projections for eligible roadway construction and rehabilitation projects are contained in the STIP (see Appendix D).

TRANSIT

Annual operating costs for transit services in Mono County are supported by LTF and STA funds. Transit services in Mammoth Lakes are funded by Transit Occupancy Tax in addition to the LTF and STA funds. Contract winter transit services are provided in the Town of Mammoth Lakes to the Mammoth Mountain Ski Area, through an agreement with the Mammoth Mountain Ski Area. This winter service is privately funded. Summer Transit services are provided to the Red's Meadow Valley under a Special Use Permit with the U.S. Forest Service. One hundred percent (100%) of the operating funds for that service are provided through passenger fares.

Capital improvements to the system (e.g. bus purchases) are funded by grants or STIP funds. In addition, funds may be available for capital and expense requirements for design, development and implementations of the Eastern Sierra rural ITS transit system (i.e. bus-stop/electronic kiosks in Town and County communities; bus-to-bus communications equipment) and transit management equipment.

INTERREGIONAL CONNECTIONS

Recommended actions for interregional connections include continued participation in YARTS and the Sierra Nevada ITS Strategic Plan planning process. Those actions have no associated costs. The Action Element also recommends continued participation in the intercity transit planning process with Inyo and Kern counties and Caltrans, and the collaborative planning process with Inyo, Kern, and San Bernardino to pool STIP funds for priority projects. Neither of those collaborative planning processes currently has any associated costs.

AVIATION

Project funding for identified short-term capital improvements at county airports is anticipated to come from a combination of FAA Airport Improvement Program grants (90%) and local match (10%). Projected costs for improvements at the Lee Vining Airport and Bryant Field Airport are shown in Appendix D. Project funding for identified improvements at the Mammoth Yosemite Airport is anticipated to come from a combination of FAA grants (approximately 90%) and local match (approximately 10%). Projected costs for improvements at the Mammoth Yosemite Airport are shown in Appendix D.

NON-MOTORIZED FACILITIES

Improvements to non-motorized facilities in Mono County have been included in the STIP. RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways.

FINANCIALLY CONSTRAINED PROJECTS

This section contains a list of financially constrained projects for which funding has been identified, or is reasonably expected to be available within the RTP planning horizons (short-term and long-term). See Appendix D for the current STIP.

FINANCIALLY UNCONSTRAINED PROJECTS

The Mono County LTC has developed a list of financially unconstrained projects (projects that are both necessary and desirable should funding become available), which is included in Appendix D.

POTENTIAL FUNDING SHORTFALLS OR SURPLUSES

Current funding sources are insufficient to maintain or even modestly improve Town and County road systems. Many roads in community areas throughout the county are unimproved private roads that have not been accepted in the County Road Maintenance System because of their substandard conditions. Liability issues and funding shortages impede the County's ability to accept ownership of substandard private roads. Maintenance of these roads therefore depends on private funding which is often inadequate. Future additions to the County road system will be improved since it is the County's policy to require developers to pay for appropriately engineered streets for each new subdivision.

The fact that Mono County has a resident population of 14,348 persons and a private land base of only 6 percent of its total area severely limits the availability of funding for improvements to its transportation system. State redistribution of gas tax revenues and other transportation funds is based primarily on the

resident population of each county. Factors such as origination point of funds, traffic volumes, recreational benefits, travel alternatives, and need are given little weight in the State distribution formula. Mono County with its small resident population does not qualify for sufficient funding to address the impacts of the large tourist traffic volumes experienced in the county.

APPENDIX D

Current Programming and Financing

CURRENT IMPROVEMENT PROGRAMS

- *Mono County Highway Improvement Programs*
- *Mono County Roadway Improvement Program*
- *Town of Mammoth Lakes Roadway Improvement Program*
- *Mono County Airport Capital Improvement Programs*
- *Town of Mammoth Lakes Airport Capital Improvement Programs*
- *Mono County Unconstrained Projects List*

CURRENT FINANCING

- *Mono County Projected Transportation System Operating Costs*
- *Town of Mammoth Lakes Transportation System Operating Costs*
- *Mono County Revenue Projections*
- *Town of Mammoth Lakes Revenue Projections*

SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM: SHOPP, STIP, HSIP, ATP

Route	Beg PM	End PM	Location	Project Description	CTC Project Category	Tier	Est. Total Cost (\$1000)	Funding Source
006	5.467	24.706	Chalfant and Benton from 0.7 mile north of Brown Subdivision Road to Walker Place	widen shoulders	System Management	III	\$10,000	SHOPP
006	24.706	26.030	Benton from Walker Place to 0.3 mile north of Christy Lane	widen shoulders	System Management	III	\$1,000	SHOPP
006	26.040	32.290	Near Benton from 0.3 mile north of Christy Lane to the California/Nevada state line	widen shoulders	System Management	III	\$3,000	SHOPP
108	4.000	5.000	From 1.0 mile east of Soda Creek Bridge (No. 47-0018) to 1.950 miles east of Soda Creek Bridge (No. 47-0018)	curve correction	System Management	IV	\$1,500	STIP, SHOPP
108	9.824	15.149	From 0.4 mile west of Wolf Creek Bridge (No. 47-0016) to US 395	construct shoulders	System Management	III	\$2,500	SHOPP
120	4.500	5.400	In Mono County near Lee Vining from 2.1 miles east of Ellery Lake Campground Road to 3.2 mile west of Poole Power Plant Road	rockfall mitigation	System Management	IV	\$40,000	STIP, SHOPP
120	57.980	58.990	Near Benton from Clark Ranch Road to US 6	widen shoulders	System Management	III	\$1,000	SHOPP
158	0.000	15.836	Near June Lake from the south junction with US 395 to the north junction with US 395	upgrade drainage	System Preservation	III	\$1,000	SHOPP
167	10.000	21.300	Near Mono Lake from 10.0 miles east of US 395 to the Nevada state Line	2R rehab-full depth recycle	System Management	III	\$3,500	SHOPP
182	0.000	0.808	At Bridgeport from US 395 to Sagebrush Drive	widen shoulders	System Management	III	\$100	SHOPP
203	4.470	4.782	In Mammoth Lakes from Forest Trail Road to Lake Mary Road/Minaret Road	curb, gutter, and sidewalks will be constructed as a condition of further development	System Expansion	III	\$500	Developer Fees
203	4.782	5.090	In Mammoth Lakes from Lake Mary Road/Minaret Road to Mountain Boulevard	construct sidewalk, north side of highway	System Expansion	III	\$400	HSIP, ATP
203	4.782	5.230	In Mammoth Lakes from Lake Mary Road/Minaret Road to Sierra Boulevard	construct sidewalk, south side of highway	System Expansion	III	\$500	HSIP, ATP
266	0.000	4.350	Near Oasis from California/Nevada state line to Route 168	mitigation for free range cattle	System Management	IV	\$500	SHOPP
270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	paved turnouts	System Management	IV	\$2,000	ATP
270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	culvert extensions	System Management	IV	\$500	SHOPP

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270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	widen shoulders	System Management	IV	\$10,000	SHOPP
395	9.000	10.700	At Lower Rock Creek Rd. intersection or Upper Rock Creek Rd. intersection	intersection improvements and possible frontage road	System Management	IV	\$3,500-\$6,000	STIP, SHOPP
395	4.100	4.500	On Sherwin Grade 4.1 miles north of the Inyo/Mono county line at both the northbound and southbound vista points	Vista Points improvements / ADA	System Management	III	\$1,800	ATP
395	6.800	9.900	From 2.6 miles south of Lower Rock Creek Road to 0.3 miles south of Rock Creek Road	widen shoulders	System Management	II	\$2,500	SHOPP
395	6.900	10.300	Near Tom's Place from 2.4 miles south of Lower Rock Creek Rd. to Rock Creek Rd.	3R Rehabilitate Pavement	System Preservation	IV	\$16,000	STIP, SHOPP
395	10.179	10.349	From 0.1 mile south of Rock Creek Road to 0.1 mile north of Rock Creek Road	construct northbound and southbound acceleration and right-turn pocket lanes	System Management	III	\$500	SHOPP
395	40.000	45.000	From 0.3 mile south of Route 158 to 0.1 mile north of Old West Portal Road	CAPM	System Preservation	II	\$6,000	SHOPP
395	57.800	60.200	Near Lee Vining from 0.4 mile south of Route 167 to 0.2 mile north of Conway Ranch Road	construct passing lanes	System Management	IV	\$8,000	STIP, SHOPP
395	62.500	62.500	Conway Vista Point near Mono Lake at the Conway Vista Point	Vista Point improvements / ADA	System Management	III	\$1,600	ATP
395	66.000	68.000	About 10 miles south of Bridgeport from 2.5 miles north of Virginia Lakes Road to 3.9 miles south of Green Creek Road	construct passing lanes	System Management	IV	\$20,000	STIP, SHOPP
395	69.850	75.000	Near Bridgeport from Route 270 to 0.2 mile north of Huggans Lane	CAPM or Rehab	System Preservation	II	\$3,600 - \$11,000	SHOPP
395	72.800	73.500	Near Bridgeport from 0.9 mile north of Green Creek Rd. to 1.3 miles south of Huggans Lane	curve correction	System Management	IV	\$10,000	STIP, SHOPP
395	73.400	83.100	Near Bridgeport from 1.5 miles north of Green Creek Rd. to 2.5 miles north of Buckeye Rd.	construct passing lanes	System Management	III	\$10,000	STIP, SHOPP
395	76.300	76.500	In Bridgeport from Route 182 to Sinclair Street	construct sidewalk	System Expansion	III	\$200	ADA, ATP
395	88.400	91.600	Between .03 miles north of Devil's Gate Summit and Burcham Flat Rd.	widen shoulders	System Management	III	\$5,000	SHOPP
395	90.800	92.300	North of Bridgeport from 0.7 mile south of Burcham Flat Rd. to 0.7 mile south of Little Walker River Rd.	curve correction / realignment	System Management	III	\$13,000	STIP, SHOPP
395	93.400	95.700	From .03 mile south of Route 108 to 2.0 miles north of Route 108	widen shoulders	System Management	III	\$2,000	SHOPP

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395	101.27 3	106.350	Near Coleville from 5.1 miles south of Eastside Lane to Eastside Lane	widen shoulders	System Management	III	\$2,500	SHOPP
395	106.00 0	115.000	Near Coleville from 0.3 mile south of Eastside Lane to 0.3 mile north of Topaz Lane	CAPM	System Preservation	II	\$2,000	SHOPP
395	106.35 0	116.965	Near Coleville from Irrigation Canal Bridge (No. 47-0056) to Route 89	widen shoulders	System Management	III	\$5,000	SHOPP

2014 SHOPP PROJECTS

Route	Beg PM	End PM	Location	Name	Work Description	Project Type	Est. Total Cost (\$1000)
395	52.3	53.7	Near Mono Lake	Lee Vining Rock Fall	Flatten cut slopes to minimize rockfall potential.	Safety	\$10,096
395	72.5	86.0	South and North of Bridgeport	Bridgeport Culverts	Replace Culverts.	Maintenance	\$3,639
395	80.6	84.1	North of Bridgeport	Sheep Ranch Shoulders	Widen Shoulders, stabilize slopes, and install rumble strip.	Safety	\$8,525
395	88.4	91.6	Devils Gate Passing to Burcham Flat Rd.	Aspen-Fales Shoulders	Widen shoulders and install rumble strip.	Safety	\$10,061
395	93.4	95.7	Near Sonora Junction	Little Walker Shoulders	Widen shoulders and install rumble strip.	Safety	\$6,976

LONG-RANGE HIGHWAY IMPROVEMENT PROGRAM

Caltrans Interregional Improvement Program (IIP)*

The Mono County Local Transportation Commission supports Caltrans District 9's IIP priority listing of projects. The following projects are ranked in order of priority and are needed to relieve congestion and improve the level of service on Highway 395.

Priority	County	Project Description
# 1	Inyo	Olancha Cartego 4-lane
#2	Kern	Freeman Gulch 4-lane Segment 1
#3	Kern	Freeman Gulch 4-lane Segment 2
#4	Kern	Freeman Gulch 4-lane Segment 3
#5	San Bernardino	Southern US 395 Corridor 4-lane
#6	Mono	North Conway Passing Lane
#7	Mono	Conway Ranch Passing Lanes
#8	Mono	Bridgeport Valley Passing Lanes
#9	Kern	Inyokern 4-lane

* These projects should include various CMS, HAR, dynamic curve warning system, and other roadway applications in their scopes where appropriate.

MONO COUNTY ROADWAY IMPROVEMENT PROGRAM

MONO COUNTY SHORT TERM LOCAL ROADWAY IMPROVEMENT PROGRAM

Mono County's Short-Term Local Roadway Improvement Program focuses on road maintenance and rehabilitation. Projects will be prioritized based on the most effective use of resources. Pavement sections may not be resurfaced or rehabilitated based solely on PCI ratings. Instead, projects may be consolidated by community area and prioritized based on an assessment of the overall status of pavement within a community area. This approach will enable the County to minimize mobilization costs and maximize funding available for roadway rehabilitation.

Road	Location	Length of pavement	PCI	Snow Removal Priority
Rock Creek Road	Sunny Slopes	8.05	4.00	IV
Dawson Ranch Road	Hammil Valley	0.77	4.00	III
Hammil Road	Hammil Valley	0.78	4.00	III
Crestview Drive	Hammil Valley	0.5	4.00	III
Black Rock Mine Road	Hammil Valley	7.88	2.00	III
Walker Place	Benton	0.09	4.00	III
South Road	Benton	0.32	4.00	III
Reichart Ranch Road	Benton	0.69	4.00	III
Owens River Road	Near Benton Xing LF	3.8	3.00	IV
School Road	Near Hot Creek Fish Hatchery	0.12	3.00	I
Substation Road	Old Mammoth Substation	1.53	4.00	III
Antelope Springs Road	Old Mammoth Substation	0.94	3.00	III
Airport Road	Mammoth Airport	1.34	6.00	II
Hot Creek Hatchery Road	Mammoth Airport	1	5.00	III
Aspen Terrace	Hilton Creek	0.27	4.00	III
Delta Drive	Hilton Creek	0.27	4.00	III
Hilton Creek Drive	Hilton Creek	0.23	4.00	III
Crowley Lake Circle	Hilton Creek	0.04	4.00	III
Virginia Avenue	Chalfant Valley	0.21	4.00	III

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Chase Avenue	Chalfant Valley	0.2	4.00	III
Brown Subdivision Road	Chalfant Valley	0.1	4.00	I
Chidago Way	Chalfant Valley	0.2	4.00	I
Piute Lane	Chalfant Valley	0.09	4.00	III
Coyote Road	Chalfant Valley	0.2	4.00	III
Buena Vista Drive	Chalfant Valley	0.23	4.00	III
Lisa Lane	Chalfant Valley	0.28	4.00	I
Ronda Lane	Chalfant Valley	0.17	4.00	III
Mary Lane	Chalfant Valley	0.17	4.00	III
Montana Road	Sunny Slopes	0.05	4.00	III
Pumice Mine Road	Just south of June Lake Junction	0.41	4.00	V
Aspen Road	June Lake	0.22	4.00	III
Test Station Road	Lee Vining	2.86	4.00	III
Dross Road	Lee Vining	0.41	4.00	II
Ellery Lake Campground Road	Off of Tioga Pass Road	0.25	4.00	V
Goat Ranch Cut-Off	Conway Ranch	0.7	4.00	III
Forest Road	June Lake	0.4	4.00	III
Lyle Terrace Road	June Lake	0.39	4.00	III
Gull Lake Campground Road	June Lake	0.31	4.00	V
Conway Road	Conway Ranch	0.34	3.50	III
Glacier Canyon Road	Conway Ranch	0.25	3.00	III
Lundy Circle	Conway Ranch	0.07	3.00	III
Bodie Circle	Conway Ranch	0.06	3.00	III
Hunewill Ranch Road	Bridgeport/Twin Lakes	1.04	4.00	III
Spur Court	Twin Lakes	0.07	4.00	III
Ramp Road	Bridgeport	0.2	3.00	III
Jack Sawyer Road	Bridgeport	0.19	3.50	III
Kirkwood Street	Bridgeport	0.1	4.00	III
Stock Drive	Bridgeport	0.5	5.00	III
Court Street	Bridgeport	0.04	5.00	III

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Bryant Street	Bridgeport	0.2	4.50	I
Cemetery Road	Bridgeport	0.04	3.00	III
Shop Road	Walker	0.07	4.00	I

MONO COUNTY ROADWAY IMPROVEMENT PROGRAM

MONO COUNTY LONG RANGE LOCAL ROADWAY IMPROVEMENT PROGRAM

Road Rehabilitation Projects

Airport Road (Lee Vining)
Airport Road / Hot Creek Hatchery Road
Antelope Springs Road
Benton Crossing Road
Buckeye Road
Cemetery Road
Convict Lake Road
Crowley Lake Drive
Cunningham Lane
Eastside Lane
Hackamore Lane
Hunewill Ranch Road
Lower Rock Creek Road
Lundy Canyon Road
McGee Creek Road
Mt. Morrison Road
Northshore Drive
Oil Plant Road
Owens Gorge Road
Owens River Road
Pit Road
Ramp Road
Rock Creek Road
Sawmill Road
Sherwin Creek Road
Substation Road
Swall Meadows Road
Test Station Road
Twin Lakes Road
Utility Road
Virginia Lakes Road
Yellow Jacket Road

Bridge Projects

Topaz Lane Bridge Repairs
Cunningham Lane Bridge Replacement
Bridge Repairs & Replacements as Identified

Preventative Maintenance Projects

Countywide Projects as Identified by the
Adopted PMS

Complete Street Projects

Bridgeport Pedestrian/Bicycle Improvements
Twin Lakes Road Bike Lanes
Lower Rock Creek Road Bicycle Climbing Lane
Paradise Trail System

Road Rehabilitation Projects by Community

Benton

Bridgeport
Chalfant
Coleville
Conway Ranch
Crowley Lake
Hammil Valley
June Lake
Lee Vining
Mono City
Paradise
Sunny Slopes
Swall Meadows
Topaz
Walker
White Mountain Estates

Main Street Revitalization Projects

June Lake (SR 158)
Lee Vining (SR 395)
Bridgeport (SR 395)

Miscellaneous Improvement Projects

Bridgeport Wayfinding
Countywide Transit Stop Improvements
Fuel System Upgrades
ITS Upgrades - Transit and Emergency Services
Public Works ITS Monitoring Program
Stabilization of Cut Slopes
Road Shop Facility Improvements
Road Shop Site Improvements
Safety Upgrades - Culverts, Guard Rail,
Signage, etc.

Class 1 Bike Path Projects

Bridgeport Trail System
Chalfant Loop Road
Lower Rock Creek Road to Tom's Place
Connector
Mountain Gate Phase 3 Trail
Owens Gorge Road to Benton Crossing
Connector
Paradise Trail System

New Road / Road Extension Projects

Bodie Road - Construct Last 2 Miles to State
Park
Lower Rock Creek Road to Crowley Lake Drive
Mono City Emergency Access Road
Owens Gorge Road to Benton Crossing
Petersen Tract Emergency Access Road
Swall Meadows Emergency Access Road

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TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

TOWN OF MAMMOTH LAKES SHORT-TERM LOCAL ROADWAY IMPROVEMENT PROGRAM

TO BE ADDED

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

TOWN OF MAMMOTH LAKES LONG-RANGE LOCAL ROADWAY IMPROVEMENT PROGRAM

Sherwin Creek Road Improvements
Sawmill Cutoff Road Improvements
West Airport Road Access
East Airport Access Road
Sierra Park Road Extension
Tavern Road Extension
Sierra Nevada Road Extension
Chateau Road Extension
Thompsons Way Extension
North Village Area Assessment District Street Work
OMR 3R Main St to Minaret Rd
Forest Trail 4R
Meridian Blvd 3R SR 203 to Sierra Park Rd
Main St/Manzanita Left Turn Ln.
Main St/Mountain Blvd Intersection Improvements
Old Mammoth Rd/Sierra Nevada Road Intersections Improvements
Azimuth/Meridian Intersection Improvements
Kelley/Lake Mary Road Intersection Improvements
Lakeview/Lake Mary Intersection Improvements
Westerly Majestic Pines/Meridian Intersection Improvements
Easterly Majestic Pines/Meridian Intersection Improvements
Minaret/Forest Trail Intersection Improvements
Minaret/Meridian Intersection Improvements
Minaret/OMR Intersection Improvements
Meridian/Sierra Park Intersection Improvements
Lake Mary Road/Canyon Blvd Signal Modifications
Meridian Blvd Project
Meridian Blvd Project
Waterford Avenue Crossing
Park and Ride Lots - Village, Main St, S. OMR, Airport
Pedestrian Crossing Improvements
Extend Main St. (SR 203) Turn Lane Manzanita to Minaret
Main St. (SR 203) Frontage Roads
Main St. (SR 203) Signal USPO and Mountain
Minaret/Main (SR 203) Intersection Improvements
Main (SR 203) /Center Street Intersection Improvements
Main (SR 203) /Forest Trail Intersection Improvements

Main (SR 203) Pedestrian and Safety Improvements (North side)
Main (SR 203) Pedestrian and Safety Improvements (South side)
Main (SR 203) Revitalization and safety Improvements

Complete Street Projects

Hillside Drive
Lake Mary Road
Laurel Mountain
Minaret Road
Chateau Road
Azimuth Drive
Chaparral and extension
Lakeview Blvd
Lake Mary Loop Road

Miscellaneous Improvement Projects

Municipal Wayfinding
Town Wide Transit Stop Improvements
Eastern Sierra Transit Authority Facility Expansion
Town Maintenance Yard Parking Barn
Welcome Center Enhancements
Town Fueling Island Upgrades
ITS Upgrades - Transit and Emergency Services
Public Works ITS Monitoring Program
Scenic Loop Staging Parking Lots

Class 1 Bike Path Projects

Old Mammoth Road Mammoth Creek Park to Minaret Road Gap
Waterford Gap
South Side Main St Calhan way to Minaret
West Side Minaret Road
Sherwin Loop
Knolls Loop
Lake Mary Loop
Welcome Center Loop
Chair 15 Connector
Miscellaneous Connectors
Trail System Wayfinding

MONO COUNTY AIRPORT IMPROVEMENT PROGRAM
LEE VINING AIRPORT CAPITAL IMPROVEMENT PROGRAM (NPIAS No. 06-0119)
 FISCAL YEARS 2013-2018

YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013				
	1 Airport Layout Plan Narrative	\$53,900	\$6,100	\$61,000
	TOTAL 2013	\$53,900	\$6,100	\$61,000
2014				
	2 Engineering Design Project 3	\$16,200	\$1,800	\$18,000
	3 Holding Apron at Cross T/W at R/W 15	\$95,400	\$10,600	\$106,000
	4 Airport Land Use Compatibility Plan	State Funded		
	5 NEPA Document – Projects 7 and 8	\$40,500	\$4,500	\$45,000
	TOTAL 2014	\$152,100	\$16,900	\$169,000
2015				
	6 Engineering Design Projects 7 and 8	\$54,000	\$6,000	\$60,000
	7 Install AWOS, Apron Lighting and Rotating Beacon	\$288,000	\$32,000	\$320,000
	TOTAL 2015	\$342,000	\$38,000	\$380,000
2016				
	8 Construct Perimeter Fencing	\$346,500	\$38,500	\$385,000
	9 NEPA Document – Project 12	\$45,000	\$5,000	\$50,000
	TOTAL 2016	\$391,500	\$43,500	\$435,000
2017				
	10 Engineering Design Project 12	\$162,000	\$18,000	\$180,000
	11 Pavement Maintenance/Management Program	\$63,000	\$7,000	\$70,000
	TOTAL 2017	\$225,000	\$25,000	\$250,000
2018				
	12 Construct Parallel Taxiway to Runway 15-33; Construct Tie Down Apron; Construct Hangar Taxilanes	\$1,650,600	\$183,400	\$1,834,000
	13 Engineering Design Projects 14 and 15	\$49,500	\$5,500	\$55,000
	TOTAL 2018	\$1,700,100	\$188,900	\$1,889,000
	2013 - 2018 TOTAL	\$3,221,100	\$357,900	\$3,579,000

BRYANT FIELD AIRPORT CAPITAL IMPROVEMENT PROGRAM (NPIAS No. 06-0030)
FISCAL YEARS 2013-2018

YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013				
	1 Airport Layout Plan Narrative with Updated APL Plans	\$54,900	\$6,100	\$61,000
	TOTAL 2013	\$54,900	\$6,100	\$61,000
2014				
	2 Land Acquisition – Stock Drive	\$61,200	\$6,800	\$68,000
	3 Airport Land Use Compatibility Plan		State Funded	
	4 Engineering Design Project 5	\$29,700	\$3,300	\$33,000
	TOTAL 2014	\$90,900	\$10,100	\$101,000
2015				
	5 Construct Perimeter Fencing	\$292,500	\$32,500	\$325,000
	6 Engineering Design Projects 7 and 9	\$49,500	\$5,500	\$55,000
	TOTAL 2015	\$342,000	\$38,000	\$380,000
2016				
	7 Realign Stock Drive	\$324,900	\$36,100	\$361,000
	TOTAL 2016	\$324,900	\$36,100	\$361,000
2017				
	8 Pavement Maintenance/Management Program	\$63,000	\$7,000	\$70,000
	TOTAL 2017	\$63,000	\$7,000	\$70,000
2018				
	9 Construct Two Tee Hangars	\$157,500	\$17,500	\$175,000
	TOTAL 2018	\$157,500	\$17,500	\$175,000
	2013 - 2018 TOTAL	\$1,033,200	\$114,800	\$1,148,000

TOWN OF MAMMOTH LAKES AIRPORT IMPROVEMENT PROGRAM
MAMMOTH YOSEMITE AIRPORT CAPITAL IMPROVEMENT PROGRAM
 FISCAL YEARS 2013-2026

YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013				
	1 Remark Runway, Taxiway and Apron	\$164,700	\$18,300	\$183,000
	2 Engineering Design Projects 6, 10 and 13	\$10,800	\$1,200	\$12,000
	TOTAL 2013	\$175,500	\$19,500	\$195,000
2014				
	3 Airport Land Use Compatibility Plan (ALUC)		State Funded	
	4 Environmental Assessment Projects 12, 14-17, and 21	\$405,000	\$45,000	\$450,000
	5 Engineering Design Projects 7, 8, and 9	\$37,800	\$4,200	\$42,000
	6 Joint Seal Apron and Taxilane	\$76,500	\$8,500	\$85,000
	7 Obstruction Light Row – North Side	\$230,400	\$25,600	\$256,000
	8 Relocate Wind Socks and Segmented Circle	\$96,300	\$10,700	\$107,000
	9 Install Obstruction Lights on Street Light Pole and Power Pole at Benton Crossing Road	\$37,800	\$4,200	\$42,000
	10 Reconstructed General Aviation Aircraft Parking Apron – Phase 1	\$1,494,000	\$166,000	\$1,660,000
	TOTAL 2014	\$90,900	\$10,100	\$2,642,000
2015				
	11 Architectural/Engineering Design Projects 12 thru 18	\$2,034,000	\$226,000	\$2,260,000
	12 Grade Runway Object Free Area From Runway Safety Area Edge to Highway 395 ROW Fence Line	\$2,950,200	\$327,800	\$3,278,000
	13 Reconstruct General Aviation Aircraft Parking Apron – Phase 2	\$1,958,400	\$217,600	\$2,176,000
	TOTAL 2015	\$6,942,600	\$771,400	\$7,714,000
2016-2017				
	14 Airline Terminal	\$15,598,800	\$1,733,200	\$17,332,000
	TOTAL 2016-17	\$15,598,800	\$1,733,200	\$17,332,000
2017				
	15 Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways	\$5,429,7000	\$603,300	\$6,033,000
	16 Access Road	\$1,137,600	\$126,400	\$1,264,000

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	17	Automobile Parking Lot	\$1,463,400	\$162,000	\$1,626,000
	18	Terminal Area Utilities	\$1,624,500	\$180,500	\$1,805,000
	19	Second ARFF Vehicle	\$900,000	\$100,000	\$1,000,000
	20	Engineering Design Projects 21, 23, 25, 26 and 27	\$337,500	\$37,500	\$375,000
		TOTAL 2017	\$10,892,700	\$1,210,300	\$12,103,000
2018					
	21	Construct Security Fence and Cameras	\$837,000	\$93,000	\$930,000
	22	Environmental Assessment – LADWP & U.S. Forest Service Land Acquisition and/or Use Permits, Project 24	\$45,000	\$5,000	\$50,000
	23	Construct New General Aviation Apron (179,000 sq. ft.)	\$1,543,500	\$171,500	\$1,715,000
		TOTAL 2018	\$2,425,500	\$269,500	\$2,695,000
2019-2026					
2019	24	LADWP & U.S. Forest Service Land Acquisition and/or Use Permits	\$108,000	\$12,000	\$120,000
2020	25	Widen Runway Shoulders to 20'	\$1,274,400	\$141,600	\$1,416,000
2020	26	Widen Taxiways from 50' to 75' to Meet Taxiway Edge Safety Margin for Q400 and 25' Wide Shoulders	\$3,064,500	\$340,500	\$3,405,000
2020	27	Widen Aircraft Holding Aprons	\$337,500	\$37,500	\$375,000
2020	28	Architectural/Engineering Design Projects 29 and 30	\$162,000	\$18,000	\$180,000
2021	29	ARFF Building and Administration Building – 8,800 sf	\$2,016,000	\$224,000	\$2,240,000
2021	30	Maintenance Building Apron and Access Road	\$1,971,000	\$219,000	\$2,190,000
2021	31	Environmental Assessment Projects 33 and 34	\$108,000	\$12,000	\$120,000
2022	32	Engineering Design Projects 33 and 34	\$540,000	\$60,000	\$600,000
2023	33	Reconstruct West Hangar Taxilanes	\$585,450	\$65,050	\$650,500
2023	34	Runway 9-27 Extension – 100' x 1,200'	\$3,947,400	\$438,600	\$4,386,000
2025	35	Pavement Maintenance/Management Program Update	\$63,000	\$7,000	\$70,000
2025	36	Abandon Green Church	\$99,000	\$11,000	\$110,000
2025	37	Architectural/Engineering Design Project 38	\$810,000	\$90,000	\$900,000
2026	38	Terminal Building Addition	\$7,435,800	\$826,200	\$8,262,000
		2019 - 2026 TOTAL	\$22,522,050	\$2,502,450	\$25,024,500
		TOTAL PROJECT COSTS	\$60,934,950	\$6,770,550	\$67,705,500

MONO COUNTY LTC UNCONSTRAINED PROJECT LIST

Unprogrammed LTC Priorities: Tier 1 (Chosen as a Priority by 3 or more LTC Commissioners)

- Mono County community-based pavement rehabilitation projects
- N. Conway passing lane or 4-lane project
- Realignment of Lower Rock Creek Road and US 395 intersection
- Mammoth-Yosemite airport deer/snow safety fence
- US 395 deer/snow safety fence from Caltrans McGee Creek Maintenance Station to SR 203 and a portion of 203
- Countywide bridge plan / Topaz Lane bridge replacement (staff only, brought before Board)
- Southerly Airport Access Road construction (staff only, brought before Council)
- SR 203 Main Street signal project (staff only, brought before Council)

Projects of Interest: Tier 2 (Chosen as a Priority by 2 LTC Commissioners)

- Catch-up with backlog of road striping on County roads to improve safety (also staff priority)
- Re-initiate US 395 N. Sherwin Grade improvement project
- Conway Summit cut: complete evaluation of slope stabilization trials and complete
- US 6 flood control issues (bridges, culverts)
- Tioga Pass Heritage Highway: safety & scenic/interpretive enhancements
- Add Mammoth as destination to mileage signs in Nevada and/or I-15
- Add northbound left turn lane at US 395 and Mill Canyon (north of Walker)
- Repainting and maintenance of Mono County entry signs on US 395
- Add Mammoth/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Road signs

Projects of Interest: Tier 3 (Chosen as a Priority by 1 LTC Commissioner and RPACs or County Staff)

- Add Bridgeport Twin Lakes Road shoulder and bike lanes
- Add SR 182 shoulder and bike lanes
- Develop trails system in Bridgeport – winter & summer
- Add Bridgeport welcome/gateway signs
- Add bike lanes and/or wider shoulders on major routes in Chalfant
- Expanded Lee Vining/June Lake Main Street Revitalization & walkability
- Add bike path connecting Chalfant Loop Road to Chalfant proper (1 mi) creating a safe bike route between White Mtn. Estates and Chalfant
- Bridgeport Main Street projects
 - Bridgeport way-finding tied to School St Plaza & County “campus”
 - Bridgeport Main St sidewalk improvements: curb extensions, pedestrian furniture, landscaping and street trees, finish sidewalks

Projects of Interest: Tier 3 (Chosen as a Priority by 1 LTC Commissioner)

- Designate SR 158 as State Scenic Highway
- Create a Transportation Asset Management Plan matrix for the Town
- Construct scenic pull-outs on US 395 in Bridgeport Valley
- County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting
- Hwy 203 Main Street Revitalization
- Repair eroding slopes at Auchoberry Pit
- Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists

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- Screen old sheriff's substation with berm from US 395
- Utilize self-weathering steel guardrails in the county
- Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep
- Add signage along US 395 to identify special geographic features
- Add right turn lane at McGee on southbound US 395
- Pave the last two miles of Bodie Road to the Park
- Rehabilitation and stabilization of cut slope above ball field on Crowley Lake Drive
- Rehabilitation and stabilization of slopes on Lower Rock Creek Rd
- Keep Crestview rest area open year round
- Re-initiate & complete deer fence/grade separate at Sonora Junction
- Work with Inyo LTC to designate all of US 395 as State Scenic Highway

MONO COUNTY PROJECTED TRANSPORTATION SYSTEM OPERATING COSTS

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Operating Costs (Salaries, overtime, benefits, communications, insurance, maintenance - buildings & equipment, legal notices, contract services, equipment - vehicles & construction, travel, equipment rental, etc.)	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558
Special Items/Recurring Costs (Snow Removal Contribution—Tioga Pass)			57,177	57,320	58,466	59,635	60,727	61,941	355,266
Total Ongoing									
Costs	5,689,222	6,694,290	5,891,14	5,996,969	6,105,908	6,217,025	6,330,265	6,445,870	54,479,824

Fiscal Year 12/13 is actual expenditures; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor. Contributions for Snow Removal on Tioga Pass are based on the average of actual contributions in 2010 and 2011, calculated with a 2% growth factor.

TOWN OF MAMMOTH LAKES PROJECTED TRANSPORTATION SYSTEM OPERATING COSTS

TOWN OF MAMMOTH LAKES STREET OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Street Maintenance	\$1,275,434	\$1,720,392	\$1,754,800	\$1,789,896	\$1,825,694	\$1,862,208	\$1,899,452	\$1,937,441	\$1,976,190	\$16,041,505
Snow Removal	\$1,115,000	\$2,099,456	\$2,141,445	\$2,184,274	\$2,227,960	\$2,272,519	\$2,317,969	\$2,364,328	\$2,411,615	\$19,134,566
Capital	<i>See CIP</i>									
Total Ongoing Costs	\$2,390,434	\$3,819,848	\$3,896,245	\$3,974,170	\$4,053,653	\$4,134,726	\$4,217,421	\$4,301,769	\$4,387,805	\$35,176,071

TOWN OF MAMMOTH LAKES TRANSIT SYSTEM OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Transit Operations and Contracts	\$859,920	\$955,467	\$974,576	\$994,068	\$1,013,949	\$1,034,228	\$1,054,913	\$1,076,011	\$1,097,531	\$9,060,664
Total Ongoing Costs	\$859,920	\$955,467	\$974,576	\$994,068	\$1,013,949	\$1,034,228	\$1,054,913	\$1,076,011	\$1,097,531	\$9,060,664

TOWN OF MAMMOTH LAKES AIRPORT OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Airport Operations	\$668,939	\$743,265	\$758,130	\$773,293	\$788,759	\$804,534	\$820,625	\$837,037	\$853,778	\$7,048,359
Debt Service		\$531,442	\$531,442	\$531,442						
Capital	<i>See CIP</i>									
Total Ongoing Costs	\$668,939	\$1,274,707	\$1,289,572	\$1,304,735	\$788,759	\$804,534	\$820,625	\$837,037	\$853,778	\$7,048,359

Fiscal Year 12/13 is actual expenditures; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

MONO COUNTY REVENUE PROJECTIONS

Funding Source	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
General Road Revenue (Trans. Tax - LTC, encroachment permits, vehicle code fines, Federal Forest payments, State matching funds - RSTP)	2,277,925	3,218,830	2,300,000	2,346,000	2,392,920	2,440,778	2,489,594	2,539,386	21,260,207
Highway User's Tax (Prop 111, admin & engineering, snow removal subvention, rain & snow damage, Section 2105 & 2106 funds)	1,979,810	2,130,460	2,173,069	2,216,531	2,260,861	2,306,078	2,352,200	2,399,244	20,331,630
Road & Street Reimbursables (Snow removal, fuel, road maintenance)	116,873	120,000	122,400	124,848	127,345	129,892	132,490	135,139	1,131,181
Interfund Revenue (Fuel & auto repairs, engineering service, landfill maint., landfill admin., landfill fuel & oil, airports, STIP projects, LTC-owp)	726,614	675,000	688,500	702,270	716,315	730,642	745,255	760,160	6,413,539
Mono County Contribution (Minimum annual projected General Fund contribution)	588,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	4,988,000
General Revenue Total	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor except the General Fund which is projected to remain stable.

TOWN OF MAMMOTH LAKES REVENUE PROJECTIONS

TOWN OF MAMMOTH LAKES STREETS REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
TDA (pass through to ESTA)(1)	\$42,830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,830
Local Gas Tax Sec 2103, 2105 & 2106	\$171,530	\$67,497	\$68,847	\$70,224	\$71,628	\$73,061	\$74,522	\$76,013	\$77,533	\$750,855
Local Gas Tax sec 2107	\$26,217	\$50,000	\$51,000	\$52,020	\$53,060	\$54,122	\$55,204	\$56,308	\$57,434	\$455,365
Local Gas Tax Snow Removal	\$1,852,094	\$1,100,000	\$1,122,000	\$1,144,440	\$1,167,329	\$1,190,675	\$1,214,489	\$1,238,779	\$1,263,554	\$11,293,360
Local Gas Tax Sec. 2107.5	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$16,000
General Fund Snow Removal	\$889,005	\$907,526	\$539,000	\$549,780	\$560,776	\$571,991	\$583,431	\$595,100	\$607,002	\$5,803,610
General Funds streets	\$467,000	\$750,000	\$765,000	\$780,300	\$795,906	\$811,824	\$828,061	\$844,622	\$861,514	\$6,904,227
Total	\$3,448,676	\$2,877,023	\$2,547,847	\$2,598,764	\$2,650,699	\$2,703,673	\$2,757,707	\$2,812,821	\$2,869,037	\$25,266,247

(1) The availability of these funds for highway and streets and road purposes is contingent upon a yearly finding by the Mono County LTC, through the public hearing process, that there are no unmet transit needs that can reasonably be met.

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

TOWN OF MAMMOTH LAKES TRANSIT SYSTEM REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Fees	\$95,504	\$98,505	\$100,475	\$102,485	\$104,534	\$106,625	\$108,757	\$110,933	\$113,151	\$940,969
Facility Rental	\$38,317	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$1,399,341
Transit General Funds & fees	\$642,904	\$714,338	\$728,625	\$743,197	\$758,061	\$773,222	\$788,687	\$804,461	\$820,550	\$6,774,045
Total	\$776,725	\$982,971	\$999,228	\$1,015,810	\$1,032,723	\$1,049,975	\$1,067,572	\$1,085,521	\$1,103,829	\$9,114,356

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

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TOWN OF MAMMOTH LAKES AIRPORT REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Services and Fees	\$236,481	\$251,228	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$487,709
Commercial Terminal Rent	\$90,000	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$1,071,120
General Funds	\$253,135	\$281,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$535,050
Capital Fund FAA Grant Entitlement	\$0	\$1,000,000	\$1,056,000	\$1,077,120	\$1,098,662	\$1,120,636	\$1,143,048	\$1,165,909	\$1,189,228	\$8,850,603
Capital Fund Passenger Fees	\$123,485	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$1,203,485
Total Ongoing Costs	\$703,101	\$1,790,783	\$1,313,640	\$1,334,760	\$1,356,302	\$1,378,276	\$1,400,688	\$1,423,549	\$1,446,868	\$12,147,967

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

**Mono County Regional Transportation Plan:
Financial Element Amendment**

2013 Update

Addendum to Prior Environmental Impact Reports

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Executive Summary

The potential environmental effects resulting from implementing the Mono County Regional Transportation Plan, including the Financial Element, have been analyzed in the Final Environmental Impact Report (EIR) for the Mono County Regional Transportation Plan (SCH# 91032012). The Final Mono County General Plan EIR (SCH# 91032012) analyzed the potential impacts of the portion of the RTP that served as an update to the County General Plan's Circulation Element, including associated costs and revenues. The Final Program EIR for the Town of Mammoth Lakes 2005 General Plan EIR (SCH #2003042155) analyzed the potential impacts of the portion of the RTP that served as an update to the Town's General Plan Circulation Element, including associated costs and revenues.

The 2013 Update of the Mono County RTP Financial Element includes only minor revisions to update funding sources, update program tables for the County and the Town (Highway Improvement Programs, Roadway Improvement Programs, Airport Capital Improvement Programs), and to reflect current transportation costs and revenues for various programs. At this point, there have been no updates or additions to the policy section or the action/implementation programs in the RTP.

Addendum Determination

Mono County has determined that an Addendum to the Final Environmental Impact Report is the appropriate level of environmental review under CEQA. An Addendum is appropriate because the analysis in Table 1 below demonstrates that none of the conditions described in CEQA Guidelines Section 15162 has occurred.

CEQA Section 15164 (a) provides that "the lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." None of the conditions described in section 15162 have occurred.

Section 15162 provides for the preparation of a subsequent EIR where:

- (1) Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment but the project proponent declines to adopt the mitigation measure or alternative.

Table 1: Review of findings under CEQA Guidelines Section 15162

CEQA Guidelines Section 15162	Analysis of Proposed Changes in RTP Financial Element
(1) Substantial changes are proposed in the project... [resulting in] new significant environmental effects or a substantial increase in the severity of previously identified effects.	The projects identified in the RTP Financial Element continue to focus on improvements to existing highways, roads, and airports, along with the public transit system. They are consistent with previously identified and analyzed projects for those transportation modes in the County and Town. There have been no substantial changes in transportation projects that would result in significant environmental effects or a substantial increase in the severity of previously identified effects.
(2) Substantial changes occur with respect to the circumstances under which the project is undertaken...[resulting in] new significant environmental effects or a substantial increase in the severity of previously identified effects.	The projects identified in the RTP Financial Element continue to focus on improvements to existing highways, roads, and airports. They are consistent with previously identified and analyzed projects for those transportation modes in the County and Town. The manner in which transportation projects will occur has not changed since adoption of the prior RTP; existing standard mitigation measures and best management practices will continue to be implemented, along with existing policies that focus on avoiding environmental impacts.
(3a) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows the project will have one or more significant environmental effects not discussed in the previous EIR.	The projects identified in the RTP Financial Element continue to focus on improvements to existing highways, roads, and airports. They are consistent with previously identified and analyzed projects for those transportation modes in the County and Town. The environmental setting throughout the County and Town has not changed since adoption of the prior RTP; no new information of substantial importance regarding potential environmental impacts has arisen.

<p>(3b)New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows the project will have significant effects previously examined will be substantially more severe than shown in the previous EIR.</p>	<p>The projects identified in the RTP Financial Element continue to focus on improvements to existing highways, roads, and airports. They are consistent with previously identified and analyzed projects for those transportation modes in the County and Town. The environmental setting throughout the County and Town has not changed since adoption of the prior RTP; no new information of substantial importance regarding potential or previously identified environmental impacts has arisen.</p>
<p>(3c)New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows the project has feasible mitigation measures or alternatives but the project proponent declines to implement those mitigation measures or alternatives.</p>	<p>Projects in the RTP are implemented by Mono County, the Town of Mammoth Lakes, Caltrans, or the US Forest Service. All of these entities comply with state and federal requirements for environmental review and implementation of mitigation measures. This finding does not apply to the RTP.</p>
<p>(3d)New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows there are new feasible mitigation measures or alternatives but the project proponent declines to implement those mitigation measures or alternatives.</p>	<p>Projects in the RTP are implemented by Mono County, the Town of Mammoth Lakes, Caltrans, or the US Forest Service. All of these entities comply with state and federal requirements for environmental review and implementation of mitigation measures. This finding does not apply to the RTP.</p>

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LTC Staff Report

December 9, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2014 Regional Transportation Improvement Program (RTIP) adoption

RECOMMENDATIONS:

Discuss and modify if desired and approve resolution R13-012 adopting the 2014 RTIP

FISCAL IMPLICATIONS:

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

ENVIRONMENTAL COMPLIANCE:

California Environmental Quality Act (CEQA) does not apply to the development or adoption of a regional transportation improvement program or the state transportation improvement program. Individual projects developed pursuant to these programs shall remain subject to CEQA (State CEQA Guidelines 15276 (a)).

RTP / RTIP CONSISTENCY:

All RTIP projects are required to be consistent with the Regional Transportation Plan and as part of the RTIP submittal, staff will prepare a consistency determination.

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 limitations from our MOU partners and are not funded for construction. Our estimated funding commitment is estimated to be \$9.5 million in future RTIPs.

Local projects

The attached 2014 RTIP spreadsheet shows in yellow our prioritized local projects for the County, Town, Planning Programming and Monitoring, and Eastern Sierra Transit Authority.

Draft - MONO 2014 RTIP

MCLTC program priorities for 2014	Draft - MONO 2014 RTIP																
	Agency	Rte	PPNO	Project	Total	Prior	FY Totals					Component Totals					
							14-15	15-16	16-17	17-18	18-19	ROW	Const	PA & ED	PS & E	R/W sup	Con sup
	PROPOSED 2014 RTIP PROGRAMMING																
	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1	4,489	250	1,130	0	3,109	0	0	950	2799	0	250	180	310
	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0	1653	0	0	975	630	0
	Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	11,018	513	1,655	0	0	8,850	0	1352	8040	0	513	303	810
	Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0	0	0	310	0	0	0
	Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)	2,000	2,000	0	0	0	0	0	0	0	2000	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						
New	Mammoth Lakes	203		West Minaret Road (SR 203) Sidewalk & Safety Project	700	0	25	165	0	510	0	115	585	25	50	10	
New	Mammoth Lakes	203		North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	2,150	0	60	90	2,000				2000	60	90		
	Mono County	loc	2561	June Lake streets rehab	3,657	3,657	0	0	0	0	0	0	0	0	242	0	0
	Mono County	loc	2563	Chalfant streets rehab	1,419	1,419	0	0	0	0	0	0	1,419	0	0	0	0
New	Mono County			Airport Road Rehabilitation Project	1,273	0		31	52	1,190			1,190	31	52		
New	Mono County			Convict Lake Road FLAP Match	653		69	584					584		69		
New	Mono County			County-wide Preventative Maintenance Program	1,150	0	50	100	1,000				1,000	50	100		
	Mono LTC		2003	Planning, programming, and monitoring	435	0	130	130	175	0	0						
New	Mono LTC		2003	PPM	360					180	180		360				
	Rail and Transit Project Proposals:																
	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA) <small>assumes these buses are federalized</small>	180	90	90	0	0	0	0		180				
New				Bus replacement for ESTA	310		-90	200	200	0			310				
	Mammoth Lakes	te	2597	Mammoth Creek gap closure (TE \$1.916k)	69	69						204	1514	69	129	0	0
	Mammoth Lakes	te	2597	Mammoth Creek gap closure (TE \$1.916k)	-1,847	0	-333		-1514			-204	-1514	69	-129	0	0

				Balance of STIP Shares	8439
				New programming or STIP shares for 2014 (6331k includes lapses of 165k)	6331
				old TE reserve 954k & 1847k for TE ppno 2597	2801
				subtotal	17571
New \$	Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	8850
	Mono LTC			New Local Projects	5926
	Mono LTC			Replacement buses for ESTA	310
	Mono LTC			Planning, Programming & Monitoring	360
				subtotal	15446
	Mono LTC			Reserve for future MOU project needs	2125

RESOLUTION R13-12

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ADOPTING THE 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

WHEREAS, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

WHEREAS, the projects identified in the 2014 Regional Transportation Improvement Program have been developed in accordance with the guidelines established by the California Transportation Commission, including regional needs, the performance and cost-effectiveness criteria of the Mono County Regional Transportation Plan; and

WHEREAS, the projects identified in the 2014 Regional Transportation Improvement Program are consistent with the Regional Transportation Plan and developed with the input of Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts the 2014 Regional Transportation Improvement Program.

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

- Ayes:
- Noes:
- Abstains:
- Absent:

Larry Johnston, Chair
Mono County Local Transportation Commission

DRAFT

Approved as to form:

Stacey Simon, Assistant County Counsel

ATTEST:

C.D. Ritter, Secretary

Mono County Local Transportation Commission

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December 9, 2013

Ted Koch
State Supervisor
Nevada Fish and Wildlife Office
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Nevada Fish and Wildlife Office
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RE: EXTENSION REQUEST

Gentlemen:

Consistent with similar requests submitted by the Town of Mammoth Lakes and Mono County, the Mono County Local Transportation Commission respectfully requests a 90-day extension of the comment period regarding the proposed critical habitat designation and listing of the Bi-State Distinct Population Segment (DPS) of greater sage-grouse as a threatened species under the Endangered Species Act (ESA). This request is to ensure sufficient time for public outreach and understanding of this significant proposed federal action that could include designating critical habitat on over 82% of the private land base in unincorporated Mono County (see attached map).

The current 60-day comment period provides a very limited amount of time compressed over the hectic holiday season (Veterans Day, Thanksgiving and Christmas) to respond on an extremely significant and potentially far-reaching federal action impacting the Mono County region, its citizens and its supporting transportation system. It seems inappropriate to expect Mono County agencies and its citizens to set aside holiday activities and prepare comments over Christmas. This timing appears to suppress comment.

Other reasons for extending the comment period include the need for time to:

- Understand the scientific basis for the listing action;

- Research the consequences of the action on local government, the transportation infrastructure, and the private property rights of landowners;
- Participate in a dialog with the USFWS to gain clarity on proposed agricultural and Bi-State Plan exemptions and how they will affect land use, transportation projects and permit processes;
- Understand exemption proposals and options in the Mono County region; and
- Review the proposed critical habitat maps, which currently include a number of Mono County communities, transportation facilities and project areas.

The Service granted a 90-day extension for the recent proposed listing of the Yosemite toad and yellow-legged frog, which was appreciated and needed to adequately respond. An extension of at least the same amount of time should be granted to respond on this much more potentially impactful action to the Mono County region.

Respectfully,

Larry Johnston
Chairman

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: December 9, 2013

FROM: Garrett Higerd, Assistant Public Works Director

SUBJECT: Update on Mono County LTC Projects

RECOMMENDATIONS: Receive quarterly update from Mono County regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

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

RTP / RTIP CONSISTENCY: These projects are programmed in previous STIP cycles. Consistency with the RTP/RTIP was established at time of programming.

DISCUSSION: Status of current projects is as follows:

STIP PROJECTS	DESIGN FEATURES	STATUS
School Street Plaza (TE)	Install sidewalks and landscaping adjacent to the County Courthouse in Bridgeport.	Complete
Bridgeport Local Streets Rehab (STIP)	Rehabilitation of local streets in the community of Bridgeport.	99% complete and in winter suspension to allow for completion of a minor change order next spring.
Lee Vining Streets Rehab (STIP)	Rehabilitation of local streets in the community of Lee Vining.	Complete.
June Lake Streets Rehab (STIP)	Rehabilitation of the local streets in the community of June Lake.	Aerial surveying has been collected and the project is in design. Construction funding (\$3,355k) is programmed for the 2013-14 year.
Chalfant Streets Rehab (STIP)	Rehabilitation of the local streets in the community of Chalfant.	The project is in design. Construction funding (\$1,419k) is programmed for the 2013-14 year.
Topaz Lane Bridge Repair	Rehabilitation of scour protection around bridge abutments and other repairs.	A consultant has been retained to provide engineering and environmental services.

OTHER COUNTY PROJECTS	DESIGN FEATURES	STATUS
Aspen Road Paving (Prop 1B)	Rehabilitation of 0.25 miles of road in down-canyon June Lake.	Complete.
Paradise Pedestrian Improvements	Pedestrian walkway improvements including modifications to existing guardrail and addition of a hand railing.	Under construction and will be complete by the end of the year.
Rock Creek Road Rehab (Forest Highway Project)	Rehabilitation of 9.2 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane (8 miles in Mono County and 1.2 miles in Inyo County) from Highway 395 to the Hilton Lakes Trailhead.	Project has been advertised for bid and a contract has been awarded. Construction will start when weather allows in spring 2014 with completion in 2015.

POTENTIAL STIP PROJECTS	DESIGN FEATURES	STATUS
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1,273,000) is proposed for programming in the 2014 RTIP.
Convict Lake Road Rehab (Federal Lands Access Program)	Rehabilitation of 2.75 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane from Highway 395 to the trailhead on the east side of the lake. Replacement of retaining walls.	The Federal Highway Administration (FHWA) has completed scoping documents and California's Programming Decisions Committee (PDC) selected the project for funding. The 11.47% local match for this project (\$653,000) is proposed for programming in the 2014 RTIP. Mono County Board of Supervisors will need to approve a project agreement to guarantee the match funding.
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1,150,000) is proposed for programming in the 2014 RTIP.
Owens River Road Rehab (STIP)	Rehabilitation of 3.8 miles of Owens River Road near the Crestview rest area.	Plans are near the 100% level but the project has been "shelved" to fund other projects.

POTENTIAL ATP PROJECTS	DESIGN FEATURES	STATUS
Twin Lakes Road Bicycle Lanes	Addition of bicycle lanes on Twin Lakes Road from Bridgeport to Paving of a 4' wide bicycle climbing lane on approximately 8 miles of Rock Creek Road from Highway 395 to the Inyo County Line.	Not programmed.

Mono County Local Transportation Commission

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: December 9, 2013

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer

SUBJECT: Update on Town of Mammoth Lakes LTC Projects

RECOMMENDATIONS: Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

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

RTP / RTIP CONSISTENCY: All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

DISCUSSION:

PROJECT	Design Features	STATUS
Mammoth Lakes Trail System Wayfinding & Signage Phase 4 Local Measure R Funds	Multiuse Path Signage Interpretive Panes	This portion of the project is funded from Measure R funds. Design and messaging work of eight additional interpretive panels to be installed along the path that was completed in 2012. The Recreation Commission authorized construction of 7 of these panels at the August 6, 2013 meeting. Construction is anticipated to be completed in spring/summer 2014.
<i>Safe Routes 2 School</i> Sierra Nevada Road Sidewalk Project <i>State Funds</i> <i>Local Funds Measure U</i>	<ul style="list-style-type: none"> • <i>Sierra Nevada Road from Laurel Mountain to Chaparral Road</i> • <i>Sidewalks</i> • <i>Bike lanes</i> • <i>Safety signage</i> 	Preliminary Engineering and Environmental is complete. Final PS&E is complete, fall 2012. Construction contract awarded July 2013. <i>The project is complete and the closeout process is underway and is expected to be completed by January 2014.</i>
<i>Safe Routes 2 School</i> Middle School Elementary School Connector Path <i>State Funds</i> <i>Local Funds Measure R</i>	<ul style="list-style-type: none"> • <i>Multiuse Path ADA accessible</i> • <i>Sidewalk Connection</i> 	<i>Preliminary Engineering and Environmental consultant selection is in process. Final PS&E is expected to be completed summer 2014 and construction fall 2014 or summer 2015.</i>

PROJECT	Design Features	STATUS
Lower Canyon Boulevard Rehab STIP Funds Federalized Funding	<ul style="list-style-type: none"> • Rehab two 11 foot lanes • 6 foot bike lanes • 7 foot sidewalk • Intersection safety lighting • Drainage 	Project will rehabilitate pavement, curb and gutter, install storm drain, and install sidewalk. CTC approved the project at the June Meeting. The allocation for PE was approved. The design is complete. Construction funding has been delayed until 20012/13 due to programming the STIP Augmentation for the Lake Mary Bike Path. Additional funds have been requested from the 2012 STIP for cost increase and minor scope increase. CTC adopted the 2012 STIP. A NEPA document has been completed, CTC authorized PS&E fund December 2012, Constructions funds were approved at the June 2013 CTC meeting. <i>We have received authorization to advertise for bids and will begin November 14, 2013. Construction will begin May 2014 and is expected to be completed by November 2014.</i>
Library College Connector Path BTA State Funds EEM Federal Funds Local Funds Measure R	<ul style="list-style-type: none"> • Class 1 Bike Path 	The Town was awarded BTA funds to construct a Class 1 Bike Path from the intersection of Sierra Park Road to Cerro Coso College and Student Housing. Preliminary engineering and environmental was completed prior to the grant application submittal. A design consultant was selected was complete December 2012. Project awarded at the May 5, 2013 Council Meeting and construction is underway. Construction of the bike path was completed before the July 4, 2013 weekend. Light pole and fixture and signage are expected to be completed by November 2013. <i>Construction Complete final closeout in process.</i>
<i>BTA Grant</i> Meadow Creek Mammoth Creek Park Connector Path <i>State and Local Measure R</i>	<ul style="list-style-type: none"> • 10 foot wide Class 1 Bike Path • Class 2 Bike Lanes 	This project will constructed a class 1 bike path from mammoth Creek Park to Meadow Lane, Class 2 bike lanes on Meadow Lane and a Class 1 bike path on the east side of Minaret Road to Mammoth Creek at the Town Loop. Design is complete summer 2012. The construction project was awarded at the July 2013 Council Meeting. <i>Construction is complete and final closeout is in process.</i>

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<i>Waterford Gap</i> <i>BTA and Measure R Funds</i>	<i>Class 1 Bike Path (includes emergency access)</i>	<p>Construct Class 1 bike path between North Waterford and South Waterford Avenue. Project will include two 14 foot wide bridges for the 12 foot wide bike path.</p> <p>This project was program as a TE project. The Town received a BTA grant so the TE funds were reprogramed to the Minaret Gap Closure Project. Staff has requested preliminary engineering and environmental review funds for the August 2012 CTC meeting. Funds have been allocated for PE which will be completed this summer. <i>The plans are nearly complete and advertising will begin in January 2014 with construction expected to be completed by November 2014.</i></p>
<i>STIP TE Funds</i> <i>Minaret Road Gap Closure Project</i> <i>State and Federal Funds</i>	<i>Class 1 Bike Path</i>	<p>Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek.</p> <p>Staff has requested the preliminary engineering and environmental review funds in August 2012 for the October 2012 CTC meeting. The CTC approved the funds at the January 2013 meeting. Staff has selected a consultant for design and environmental services. <i>Environmental and preliminary engineering is underway and is expected to be completed 2013/2014. Construction is not funded due to the elimination of the TE program. Funding may be available through the TAP.</i></p>
<i>STIP Funds</i> <i>Meridian Roundabout and Signal Relocation</i> <i>State Funds</i>	<i>Round a Bout Class 1 Bike Lanes</i>	<p><i>Construct a round a bout at the intersection of Meridian Boulevard and Minaret Road. Relocate the signal to Sierra Park Road and Meridian Boulevard.</i></p> <p><i>PE funds programed for the 2013/14 fiscal year. Staff will request the engineering funds in November 2013 the next CTC meeting. Construction is programed for 2015.</i></p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<p>Lake George Connector Path</p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p> <p><i>Federal Funds</i></p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant which will construct a class 1 connector path from the Lakes Basin Path at Pokanobi Lodge to the Lake George Road. This project also includes the purchase on a new Trolley and additional bike trailers. Final grant agreements are being developed. The environmental and PS&E will be completed summer 2013 and construction 2014. FTA also providing funding to analyze alternatives for pedestrian and bike traffic around Lake Mary which will be completed at the same time. A USFS Cost Share Agreement will be before Council at the May 15, 2013 meeting. The USFS will prepare the NEPA document for the project. The Bike Trailers and one Trolley have been ordered. They will be delivered for use in summer 2014. Construction is planned for summer 2014 pending completion of the environmental work by the USFS. The USFS is working on the environmental studies.</p>
<p>Transit Yard Parking Improvements</p> <p><i>PTMISEA Funds</i></p>	<p>Paved parking lot, security fence, lighting for buses</p>	<p>The project was awarded September 2013 and is expected to be complete November 2013. <i>Project is complete, final closeout in process.</i></p>
<p>Meridian Boulevard Safe Routes To School Project</p> <p><i>Federal Funds</i></p>	<p>Sidewalk on the north side of Meriden Boulevard between Sierra Park Road and Apache Street. Bike Lanes</p>	<p>Preliminary Engineering and Environmental Engineering are underway. Construction is expected to completed summer 2014.</p>

Mammoth Yemenite Airport

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Wildlife Hazard Assessment</i> <i>FAA and PFC Funds</i>	<i>Prepare wild life hazard assessment for airport and five mile radius.</i>	<i>Wildlife study is underway and expected o be completed fall 2014.</i>
<i>Pavement Management System</i> <i>FAA and PFC Funds</i>	<i>Prepare pavement management system for the runway, taxiways, and tarmacs.</i>	<i>Initial pavement load testing was completed in October 2013. Report and management program is being prepared. Expected completion spring 2014.</i>

Dan Walters: California's substandard highway system needs fix

By [Dan Walters](#)
dwalters@sacbee.com

Published: Monday, Nov. 25, 2013 - 12:00 am

Let's start with the basics about California's highway network, which a few decades ago was considered to be among the world's best.

It was mostly constructed in the three decades that followed [World War II](#), as California's population boomed and vehicular travel exploded.

Eventually, however, just about when [Jerry Brown](#) began his first governorship, [highway construction](#) slowed dramatically for a wide variety of ideological (both left and right) and financial reasons.

Nevertheless, vehicular travel continued to expand, along with population and economic activity. It's roughly twice what it was 30 years ago, even though California's population has increased by about 50 percent.

The slowing of capacity-increasing construction and the steady growth of auto travel eventually resulted in California having the nation's worst traffic congestion, according to the [Federal Highway Administration](#).

Meanwhile, highways were taking a terrific pounding from that traffic, and as the system aged, it needed more maintenance and, in some cases, reconstruction. But that, too, lagged, leaving California with what the Federal Highway Administration says are the nation's second-worst roadway pavement conditions.

Thus, what was a world-class system became something more like a Third World system – even though California's motorists are paying the nation's highest fuel taxes.

Seven years ago, at the urging of then-Gov. [Arnold Schwarzenegger](#), voters approved a \$20 billion [bond issue](#) to upgrade highways, but almost all of that money has been spent, and Brown, now back in the governorship, has insisted that servicing Schwarzenegger's highway bonds should fall on the separate highway accounts, rather than the state's general fund budget.

Brown is correct in that insistence – highway improvements should be financed by motorists – but with fuel taxes already sky-high and mounting unmet needs for construction and maintenance, how should it be done?

A ballot measure proposed by highway advocates and construction unions would double the annual “vehicle license fee” – a form of [property tax](#) that today is just a third of what it once was – to raise about \$3 billion a year for highways.

It falls short of what’s needed and may not be the best way to raise highway money. Yet just raising the [gas tax](#) would largely exempt owners of hybrid and electric vehicles, whose numbers are increasing.

Ideally, we would devise a new levy that’s tied more closely to real-world highway use, not only by cars but heavy trucks as well, and that charges motorists more for driving during peak travel hours, since morning and afternoon commutes put the greatest strain on roadway capacity.

And, ideally, Brown and the Legislature would address this vital issue themselves, rather than shuffle it to the initiative process.

Call The Bee’s Dan Walters, (916)321-1195. Back columns, www.sacbee.com/walters. Follow him on Twitter [@WaltersBee](#).

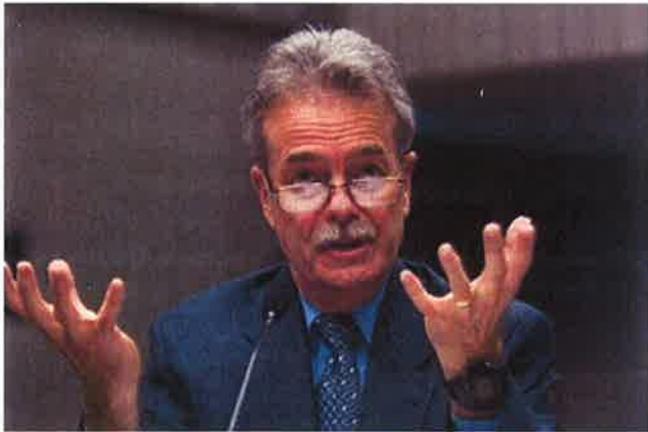
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The latest on California politics and government

November 19, 2013

California transportation leaders seek car tax hike for road repairs



A former Caltrans director and a member of the state's transportation panel have filed a proposed November 2014 ballot measure that would generate an estimated \$3 billion a year for road improvements by more than doubling vehicle license fees.

The "California Road Repairs Act of 2014" would phase in a 1 percent surcharge to the fee, the equivalent of property tax on a home. The fee has been .65 percent of a vehicle's market value since the late 1990s, with a temporary increase to 1.15 percent from May 2009 through June 2011.

In language filed with the Attorney General's Office late Monday, proponents **Will Kempton**, the executive director of Transportation California who was Caltrans director from 2004 to 2009, and **Jim Earp**, executive director of the labor-management California Alliance for Jobs and a member of the California Transportation Commission, said "California is facing a transportation funding crisis."

The proposed constitutional amendment, they wrote, would "provide essential funding for critical road repairs, maintenance, and expansion across the state."

The proposal would be the first highway-funding ballot measure since Prop. 1B in 2006. That measure, backed by former Gov. **Arnold Schwarzenegger** and placed on the ballot by the Legislature, authorized about \$20 billion bonds for road projects.

Prop. 1B relied on borrowing backed by general-fund revenues, with a 30-year payoff. The road repairs act, though, would have a more direct impact on motorists' wallets and involves the politically perilous vehicle license fee.

The fee had long been 2 percent of a vehicle's value before lawmakers began reducing it in 1998.

After state revenue collapsed a few years later, then-Gov. **Gray Davis** raised the fee to the full amount in 2003. Motorists reacted angrily and Schwarzenegger campaigned against the increase during the summer recall fight, restoring the lower amount within hours of taking office Nov. 17, 2003.

In 2009, lawmakers approved a temporary 0.5 percent increase in the VLF, raising about \$1.6 billion annually to help close a budget shortfall. The 0.5 percent surcharge expired in July 2011.

The road repairs act calls for phasing in a road repairs fee of 1 percent of a vehicle's market value over four years, with the fee taking full effect by Jan. 1, 2018.

Monday's filing seeks a title and summary. Once cleared for signature gathering, proponents would have up to 150 days to collect 807,615 valid voter signatures to qualify for the November 2014 ballot.

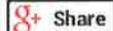
PHOTO: WILLY ... tion, testifies during a meeting



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Tags: car tax, Jim Earp, Will Kempton

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Posted by **Jim Miller**
12:23 PM | Comments

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CD Ritter

From: Will Kempton <wkempton@transportationca.com>
Sent: Tuesday, November 19, 2013 6:55 AM
To: 'Aaron Brusatori'; 'Al Sawyer'; 'Alan Weaver'; 'Bard Lower'; 'Bev Shane'; 'Bill Emlen'; 'Bob Beaumont'; 'Bob Perreault'; 'Brian Peters'; 'Clint Quilter'; 'Craig Pope'; 'Dana Hertfelder, P.E.'; 'Daniel Woldesenbet'; 'Gail Farber'; 'Gary Antone'; 'Gerry Newcombe'; 'Howard Dashiell'; 'Ignacio Ochoa'; 'Jake Raper, Jr.'; 'James Barnts'; 'James C. Porter'; 'Jeff Pratt'; 'Jeff Walters'; 'Johannes J. Hoevertsz'; 'John Bencomo'; 'John Presleigh'; 'Juan C. Perez'; 'Julie Bueren'; 'Ken Grehm'; 'Kevin McAlister'; 'Larry D. Millar'; 'Matt Machado'; 'Michael J. Penrose'; 'Michael Murdter'; 'Mike Crump'; 'Mike Lee'; 'Mitch Crosby, PE'; 'Mohammed Nuru'; 'Paavo Ogren'; 'Patrick J. Minturn'; 'Peter Rei, PLS, PE'; 'Richard (Rick) Tippet, PE, TE'; 'Richard E. Crompton'; 'Robert Murdoch, P.E.'; 'Scott DeLeon'; 'Scott Lanphier'; 'Scott McGolpin'; 'Scott Waite'; 'Steve Castleberry'; 'Steve Lederer'; 'Steve Wittry'; 'Susan Klassen'; 'Thomas Gau'; 'Tim H. Beals'; 'Tom Garcia'; 'Tom Mattson'; 'William Brunet'
Cc: Kiana Buss; dbaker@counties.org
Subject: Decision to Request the Attorney General of California draft "Title and Summary" for a new "California Road Repairs Act"
Attachments: Decision to Request-Title and Summary for New California Road Repairs Act.pdf
Importance: High



WILL KEMPTON, EXECUTIVE DIRECTOR
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JAMES EARP, EXECUTIVE DIRECTOR
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Date: November 19, 2013
From: Will Kempton and James Earp
To: All Interested Public and Private Transportation Entities and Colleagues
cc: Chair and Members, Transportation California Board of Directors, Transportation Secretary Brian Kelly, Transportation Director Malcolm Dougherty, Chair and All Members, California Transportation Commission
Subject: Decision to Request the Attorney General of California draft "Title and Summary" for a new "California Road Repairs Act"

Yesterday, on behalf of Transportation California and the California Alliance for Jobs, we jointly submitted a request for title and summary for a proposed constitutional amendment that would provide a new source of transportation funding to address the state's critical roadway and transit preservation fiscal crisis.

On November 5th the Transportation California Board of Directors authorized a collaboration to join with the California Alliance for Jobs to take this first serious step towards placing a new transportation funding measure on the November 2014 General Election ballot. Together, Transportation California and the Alliance for Jobs have worked diligently over the past 2 years on this effort, including substantial political survey research that has led us to this point of submitting initiative measure language.

We want to make it perfectly clear to everyone receiving this notification that Transportation California and the Alliance for Jobs, along with our coalition of interested parties, has NOT made a final decision to pursue such a measure in 2014. We are simply keeping our options open.

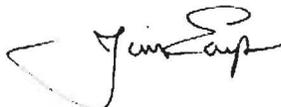
We intend to jointly take the necessary steps to make a final determination on whether our measure will have sufficient voter support to move forward in 2014. We anticipate that the official ballot label language will be available by the first week of January. Polling results on that language should be available to us by the end of the second week in January, and this, along with consultation with other interested parties, will determine whether we will move forward on this effort in 2014.

For your background, we have provided an overview summary of the language we have submitted along with a brief overview of the worsening transportation funding crisis we are confronting here in California.

Sincerely,



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Our Transportation Funding Challenge

California has a critical need to implement a new revenue measure that would support maintenance and rehabilitation of its state and local road and transit systems. This new revenue source should be independent of fossil fuel consumption, increase over time at a rate that is equal to or greater than inflation, and produce enough revenue to significantly reduce the huge backlog of unmet road, bridge and transit maintenance and rehabilitation costs.

After a great deal of technical, financial and voter opinion research over the last three years, Transportation California believes a 1% annual fee on the value of all motor vehicles to fund a new "California Road Repair Fund", best meets the current and future funding needs of California's road and transit systems as described in the previous paragraph.

California Road Repair Act: Program Summary

- Assess an annual California Road Repair Fee on all vehicles, excluding heavy duty trucks (over 10,000 lbs.), equal to 1% of each vehicles' value in ¼% increments phased in over four years. The annual total estimate of revenue raised is estimated to be \$2.9 billion per year when the rate reaches 1% in 2018 or nearly \$25 billion over the first ten years. Heavy trucks will pay a fair share equivalent increase in the diesel tax, which they prefer to a vehicle fee based on "value".
- All new revenue raised must be used exclusively for road, bridge and transit system maintenance, rehabilitation and transit vehicle replacement only.
- The revenue would be allocated as follows:

- 25% of all new revenue to all cities in California distributed on a formula allocation based on population.
 - 25% of all new revenue to all counties in California based on a formula allocation equal to 75% of fee-paying vehicle and 25% road miles.
 - 40% of all new revenue to the State Highway System based on a formula allocation of ½ allocated 60% to Southern California, 40% to Northern California, and ½ allocated on a “highest need” basis statewide.
 - 10% of all new revenue to public transit system maintenance, rehabilitation and vehicle replacement based on the current State Transit Assistance Program formula.
- This is a “pay as you go” proposition, with 100% of the new revenue going to the purposes enumerated above, not bondholders.
 - All new funds raised in the Act would be constitutionally dedicated only for the purposes enumerated above and not available for reallocation or loan for any other purpose, without a new authorization by the voters.
 - The Act will also incorporate several Taxpayer Safeguards to ensure that the funds are effectively managed and utilized in conformity with the voters understanding. These include a cap on administrative costs and a requirement for forthright progress reports and audits.

