

Mono County Local Transportation Commission

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AGENDA

February 10, 2014 – 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. **ELECTION OF OFFICERS – p. 2**
4. **MINUTES:** Approve minutes of January 13, 2014 – **p. 5**
5. **ACTION ITEM:**
 - A. Adopt Minute Order M14-02 approving midyear budget adjustment to current Overall Work Program (OWP) & provide any desired direction to staff (*Megan Mahaffey*) – **p. 8**
6. **COMMISSIONER REPORTS**
7. **ADMINISTRATION**
 - A. Receive 2014-15 OWP & provide any desired direction to staff (*Gerry Le Francois & Megan Mahaffey*) – **p. 11**
 - B. Receive report on California Transportation Commission (CTC) State Transportation Improvement Program (STIP) hearing – **p. 55**
 - C. Review Regional Transportation Plan (RTP) Yosemite policy including road closures, consider adjustments, & provide any desired direction to staff – **p. 56**
 - D. Receive LTC audit report ending June 30, 2013 (*Megan Mahaffey*) – **p. 59**
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update & one-page synopsis of Chalfant Transit Survey – **p. 63**
 - B. Yosemite Area Regional Transportation System (YARTS) update
9. **CALTRANS**
 - A. Provide North Conway overview – **p. 66**
 - B. Report activities in Mono County & provide pertinent statewide information
10. **INFORMATIONAL**
 - A. LTC letter to Caltrans & National Park Service – **p. 68**
 - B. Car-charging request – **p. 69**
 - C. Statewide Local Streets & Roads Needs Assessment – **p. 71**

More on back...

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to March 10, 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).

**Mono County
Local Transportation Commission**

LTC Handbook

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

I. INTRODUCTION AND PURPOSE

Background

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

Purpose

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

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

II. ORGANIZATION

Membership

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

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

Term of Office

Each appointed commissioner shall serve until a replacement is named.

Chair and Vice-Chair

The Chair and Vice-Chair shall be elected by a majority vote of members present in February or as soon thereafter as possible, or at a regular meeting after a vacancy occurs.

The Chair position shall alternate between Town and County commissioners. The Chair shall preside at all meetings, call special meetings, and perform such other duties as may be assigned by the MCLTC. The Vice-Chair shall perform all duties of the Chair in the latter's absence or disability.

Meetings

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

Quorums

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

Agendas

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

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

III. ADMINISTRATION

Administrative Services

In recent years, Mono County and the Town of Mammoth Lakes have provided staff services of the MCLTC via a memorandum of understanding (MOU). The MOU (Attachment A) provides for planning services, staff and administrative support for the MCLTC in order to fulfill the requirements of the California Transportation Development Act, to accomplish the mandated functions of the MCLTC, and to carry out the annual Overall Work Program (OWP). The MOU notes that it is in the best interest of the County, Town and MCLTC to continue to implement the most-efficient and professionally economical method of providing the aforementioned services, and that a close working relationship on a daily basis among the staffs of the three entities has been beneficial to all parties.

The division of responsibilities for staff and administrative services is established annually based upon the Overall Work Program. Major administrative matters and projects directly

affecting the incorporated area are the responsibilities of the Town Public Works and Planning departments, whereas major administrative matters and projects directly affecting the unincorporated area are the responsibilities of the County Public Works and Planning departments.

County staff handles routine administrative and secretarial matters, and County staff has filled the positions of Executive Director, Commission Secretary, and Commission Counsel in recent years. The MCLTC secretary is appointed by the Executive Director to maintain records, including meeting minutes and project files and to assist staff in preparation and dissemination of public notices, agendas, agenda packets, and other official business. Technical (engineering, legal and planning) staffing services for the MCLTC are provided by the County and Town staff as needed. Appendix B contains job descriptions for the various positions in the Town and County that provide staffing services to the MCLTC.

Advisory Committees

The MCLTC appoints the Mono County Social Services Transportation Advisory Council (SSTAC) to advise the commission on transit needs, major transit issues, and coordination of specialized transportation services, particularly during the Unmet Needs Hearing process. Members of the SSTAC are appointed by the commission in compliance with the membership composition requirements of the Transportation Development Act (Section 99238). Consistent with the Legislature's intent to avoid duplicative transit advisory councils, the Mono County SSTAC serves as the sole advisory council for regional transit matters within Mono County.

To better integrate regional transportation planning efforts with local and county planning systems, the MCLTC utilizes the existing committee structure of the area's two general-purpose governments – the Town of Mammoth Lakes and Mono County. These include the Town of Mammoth Lakes Planning Commission, Mono County Planning Commission, the Mono County Airport Land Use Commission, Mammoth Lakes Airport Commission, the Town of Mammoth Lakes Mobility Commission and the Regional Planning Advisory Committees (RPACs), which are planning advisory committees serving unincorporated communities.

A staff-level Transportation Technical Advisory Committee (TTAC), consisting of representatives from Mono County, Town of Mammoth Lakes, the local transit provider (presently Eastern Sierra Transit Authority (ESTA)) and Caltrans, meets monthly to coordinate agenda items, commission follow-ups and related planning matters. The TTAC provides technical staff support and recommendations to the MCLTC on state, regional, county and town transportation matters. The TTAC generally meets after regular MCLTC meetings or as needed.

Non-Motorized Review

Project managers for Town, County and State projects shall regularly consult with local citizens, commissions/committees and mobility user groups such as the cycling community, Regional Planning Advisory Committees, and the Town Mobility Commission during project design and implementation. Similarly, these users groups and commissions/committees shall be consulted in the update of transportation plans, policies and standards. Staff shall conduct a review of non-motorized features for all projects before the commission including:

- projects included in quarterly reviews;
- project initiation documents, including project study reports; and
- projects programmed in the Regional Transportation Improvement Program.

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DRAFT MINUTES

January 13, 2014

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump
TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman
COUNTY STAFF: Scott Burns, Gerry Le Francois, Jim Leddy & Jeff Walters (videoconference), Garrett Higerd, Megan Mahaffey, C.D. Ritter
TOWN STAFF: Peter Bernasconi, Jamie Robertson
CALTRANS: Forest Becket
ESTA: Jill Batchelder
PUBLIC: Kelly Garcia, John Armstrong, Dan McConnell

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:02 a.m., and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. MINUTES

MOTION: Approve minutes of December 9, 2013, as amended: Item 12, ~~fire captain~~ **Division Chief** Billy Anderson. (*Bacon/Lehman. Ayes: 6-0.*)

4. **COMMISSIONER REPORTS:** Johnston: Governor's budget decreased highway user tax rate 2014-15, so less money. Some money goes to counties/cities despite debt reductions. Cap & trade funding to high-speed rail. Handout on wildlife fencing. Hogan: Authority Advisory Committee met, reviewed upcoming YARTS agenda items. NPS nominee who attended driving a Tesla suggested YARTS install plug-in stations. In survey of Madera regarding Fresno joining over 60% wanted bus to stop in Oakhurst. Fesko: Thanked Caltrans for opening SR 158 and Bodie Road (nice it's open, sad there's no snow). On road heavily used by cyclists at coast, cyclists rode single file right at white line on 4' shoulder, impeding vehicular passing. Some work needs to be done. (Forest Becket noted 3' law takes effect in September.) Lehman: Spoke with Supervisor Hunt on reopening Tioga. (Hogan added that Yosemite found sheet of ice beneath foot of snow, so unlikely). Supervisor Alpers is working on it too. Stump: Bike Lower Rock Creek road, clear of gravel and debris. Manual sweeping if necessary.

5. ACTION ITEMS

A. **Transportation Planning Grant:** Jill Batchelder described grant application for short-range transit plan, a required element for federal grants. Requires match. Deliverables? Short-range plan itself and other federal grant opportunities. Is Mono staff portion doable? Scott Burns noted update of Regional Transportation Plan (RTP) is good base document that lets ESTA do most of work, extract into RTP policy. Batchelder noted ESTA works with Inyo and Mono LTCs; Inyo took lead on triennial audit, asked Mono to take lead on this. Burns indicated triennial audit was run by Inyo, will report how short-range plan is working.

MOTION: Approve Resolution R14-01 authorizing submittal of a FY 2014-15 FTA Section 5304 Transportation Planning Grant in the amount of \$100,000 to fund Eastern Sierra Transit Authority's (ESTA) Short-Range Transit Plan and authorize the LTC and ESTA's executive directors to sign the application and, if awarded, agreements and amendments. (*Stump/Hogan. Ayes: 6-0.*)

B. **Regional Transportation Improvement Program (RTIP):** Gerry Le Francois spoke with California Transportation Commission (CTC) staff after submitting RTIP. Changes are highlighted. The Olancho-Cartago

project increased by \$500,000 for preconstruction archaeological component. West Minaret Road funding didn't change; actually was \$775,000. Convict Road moved \$69,000 to planning approval/environmental and increased by \$10,000 for staff time. Staff will attend CTC meeting next month, but need political appointee as well. Mono never used to go, but that could be construed as not caring. Commissioner Johnston emphasized MOUs when he attended. Commissioner Bacon is not available, but Commissioner Lehman may be.

MOTION: Adopt Minute Order M14-01 approving technical corrections to 2014 RTIP. (*Fesko/Hogan. Ayes: 6-0.*)

6. ADMINISTRATION

A. 2014-15 Overall Work Program (OWP): Scott Burns introduced Megan Mahaffey, financial analyst. Draft OWP is due to Caltrans by end of February, so bring to next LTC meeting. Commissioner Bacon wanted to call out SR 120 separately so as not to lose it again. Commissioner Johnston recalled LTC effort into planning process, with 50 ideas or more. *LTC ideas based on commission ranking were integrated into RTP. Maybe pull some out in OWP.* Scott Burns expected draft RTP by end of month. Yosemite policy in RTP is open early/close late, not intermittent like now; define policy.

B. Active Transportation Program (ATP): Gerry Le Francois showed goals such as biking/walking, non-motorized, public health, etc., with 25% to disadvantaged communities (metric on how to define). Projects are due May 21. MAP-21's two-year program is set to expire. CTC will award projects to competitive rural entities (\$24 million for rurals, with required match around 12%, minimum \$30,000). School districts can apply, but have no way to match. Collaboration on eligibility is possible. Minimum is \$250,000 on infrastructure side, no minimum on other projects. Many entities are involved in guidelines; show outreach.

Applicant performance is considered, how funds are used. CTC discourages project extensions. First-come, first-served. Follow-up report due to CTC year after project is operational. Caltrans will issue call for projects March 21, recommend to CTC for programming. CTC adopts Aug. 20, 2014. Town projects are eligible. Many rurals don't have much in their general fund.

Does LTC approve submission of applications? RTIP projects selected could fit into ATP. Le Francois noted disadvantaged community problem: Mono has some, but hard to come up with; Town doesn't have any. Show interrelationships on regional basis.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder noted ESTA conducted a Chalfant transit survey, released in September, with noticing by media, email, paper, and phone. Twenty-five surveys were completed. Most drove private vehicles to Bishop daily, so focus was on 12 likely to use public transit mostly for shopping. Price aware on fare (\$4.50 now, most said \$3-\$4, maybe family fare). Commissioner Hogan asked if a mobility manager figured out ways of getting people to use public transit. *No, but ideally a good position.* Hogan wondered whether it included cost of driving private car. Commissioner Stump requested a one-page synopsis to forward on to constituents. *ESTA will forward to Scott Burns.*

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns announced meeting today.

8. CALTRANS

A. Winter closure of dry local highways: Requested by Chris Lizza, backed by Mono Basin RPAC resolution.

Resident John Armstrong urged reopening Tioga Road. Cannot make it snow, but can open highway to generate business. Two of four ski areas on west side are closed, and China Peak has only 8" snow. Major cities with 2.5 million people have no access to best skiing in the state. Tuolumne Meadows temp remains in mid-50s, and conditions promote access to east side. Find room in \$12.8 million Caltrans budget to reopen.

Commissioner Lehman stated challenging winter affects many in Eastern Sierra. Sand icy areas, do all can for economic and recreational benefit. Commissioner Fesko saw snow crews trimming roadsides when there was no snow to plow.

Resident Dan McConnell saw a good opportunity to update criteria in general, not only this season, but an overall plan to decide last minute to reopen.

Could Mono, Town, and Mountain cooperate? Stretches are not that long. Need long-term, ongoing policy to reopen when no snow exists.

Forest Becket saw reopening Tioga or up to boundary as a big effort by multiple agencies, recreational management, etc. Caltrans has no hard policy on when roads close. Authority is delegated to maintenance area supervisors to make field calls on conditions and roadway safety, which can be reevaluated, like recent reopening SR 158 and Bodie. SR 120E and Monitor Pass might also reopen. Tioga has topographical challenges and ongoing rockfall, especially unsafe rockfall on Blue Slide. At this point, Tioga remains closed.

Commissioner Bacon noted Caltrans website defers to NPS. Is NPS in charge? Yes. Bacon suggested a conference call with NPS to work on plan of action. LTC keeps talking about it, but nothing happens.

Becket noted recreation access could create other issues if road closed when people were back there.

Commissioner Johnston suggested staff write a letter about managing Tioga by weather conditions instead of calendar dates. Why close road at lowest point? Rockfall could be mitigated. Open road to Ellery Lake or boundary. Commissioner Bacon saw it also as a park issue because people would cross boundary.

Becket stated Caltrans evaluates safety regardless of local pressure, and he perceived a self-serving aspect. Fesko disagreed, saying people are willing to come long way around to get there. Everything is political, so get our "political" to push Caltrans' "political."

Commissioner Stump recalled lower gate being open many dry years. What changed over time? People hurt? Equipment damaged? Empowered people have right to make decisions.

Jeff Walters described issues as rockfall and shaded roadway beyond Olmsted Point. He offered to contact Lew Summerfield at NPS, but indicated it's a big task to open and manage the road.

Commissioner Hogan saw no hard criteria by NPS or Caltrans. Lehman thought other entities could help. Johnston requested that staff write a letter to Caltrans and NPS.

B. Bridgeport passing lanes: Forest Becket saw the following projects as potential candidates for Interregional Improvement Program funds: 1) North Conway passing lanes; 2) Conway Ranch passing lanes; and 3) Bridgeport passing lanes (PSR 2009). Caltrans has Project Study Report from 1990s on Conway Ranch passing lanes and one on shoulder widening for North Conway. Corridor development had four lanes to Lee Vining, as far as intended. Beyond Lee Vining, Becket identified operational improvements such as shoulder widening, curve corrections, and passing opportunities. From Conway to Devil's Gate no designated passing opportunities exist for an 18-mile stretch. Wetlands are found north of Bridgeport, near sheep ranch area. Could have three lanes, with northbound passing on south end, and vice versa. Cost = \$10 million plus. Environmental mitigation = \$1.2 million. Short dual passing exists south of changeable message sign. Where to go from here? One of several potential projects that could compete for interregional pot of funds.

Commissioner Johnston recalled that LTC listed North Conway as highest priority. Scott Burns suggested revisiting potential projects. Commissioner Fesko cited no real good passing on 18-mile stretch north of Bridgeport. Commissioners Fesko and Hogan favored this over Conway. Commissioner Stump reminded that Bridgeport itself had passing lanes, but no longer does, so consider replacement north of town. Johnston still thought Conway was more important. Fesko wanted to consider cost difference. Caltrans has not really looked at gap closure, according to Becket. Hogan saw potential MOU projects, so figure out which projects. Becket suggested updated feasibility studies may be required to get a better idea of costs for comparison between projects. Passing-lane-type project could be funded elsewhere if significant safety issues were involved.

C. Activities in Mono County & pertinent statewide information: Ryan Dermody is Caltrans' new deputy director for planning and local assistance.

9. INFORMATIONAL

A. **Chalfant Transportation Survey:** See 7A.

B. **Bicycle Passing/AB 1371**

10. **UPCOMING AGENDA ITEMS:** 1) election of officers; 2) road closure policies; 3) letter; 4) draft OWP; 5) report on CTC meeting; 6) budget adjust to current OWP.

11. **ADJOURN** at 11:11 a.m. to February 10, 2014.

Prepared by CD Ritter, LTC secretary

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LTC Staff Report

February 10, 2014

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Financial Analyst

SUBJECT: OWP 2013-14 Midyear Budget Adjustment

RECOMMENDATIONS:

Adopt Minute Order M14-02 Midyear Budget Adjustment for the Mono County Overall Work Program 2013-14.

FISCAL IMPLICATIONS:

Minute Order M14-02 will adjust the Mono County Overall Work Program 2013-14 Work Element budget allocations. No additional funding is programmed.

ENVIRONMENTAL COMPLIANCE:

N/A

DISCUSSION:

The current OWP was approved by the Local Transportation Commission on May 13, 2013. Additional funding available to the LTC at the end of the 2012-13 fiscal year was incorporated by way of amendment in November 2013. Programs are moving forward, but at different rates than projected. The Midyear budget adjustment is to account for unforeseen circumstances and increase budgets for projects that are moving forward faster than predicted and decrease budgets for projects that are moving forward slower than anticipated. Requested Rural Planning Assistance (RPA) and Planning, Programming & Monitoring (PPM) budget changes attached.

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MINUTE ORDER M14-02

Authorize a midyear budget adjustment to OWP 2013-14.

At the Mono County LTC meeting on February 10, 2014, it was moved by Commissioner _____ and seconded by Commissioner _____ to authorize staff and executive director to make a necessary midyear budget adjustment to the OWP 2013-14.

Ayes:

Against:

Absent:

Attest:

CD Ritter, LTC Secretary

cc:Caltrans

FY 2013/14 OWP Preliminary Budget \$ 216,000.00 \$ 91,800.00 \$ 124,200.00
 Budget Adjustment LTC 11/15/13 \$ 54,000.00 \$ 54,000.00
RPA Current Budget \$ 270,000.00 \$ 91,800.00 \$ 178,200.00

	RPA Approved Budget			Billing to Date			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 270,000.00	\$ 102,250.00	\$ 167,750.00	\$ 87,911.30	\$ 16,064.31	\$ 71,846.99	\$ (14,050.27)	\$ 14,050.27	\$ 88,199.73	\$ 181,800.27	\$ 72,135.42	\$ 109,953.28
100-13-0 2014/15 OWP Development and Approval	\$ 13,000.00	\$ 6,000.00	\$ 7,000.00	\$ 1,245.99	\$ 483.98	\$ 762.01	\$ (3,016.02)	\$ 2,000.00	\$ 2,983.98	\$ 9,000.00	\$ 2,500.00	\$ 8,237.99
101-13-0 2012/13 & 2013/14 OWP Admin	\$ 27,000.00	\$ 10,000.00	\$ 17,000.00	\$ 15,378.56	\$ 3,480.14	\$ 11,898.42		\$ 1,300.27	\$ 10,000.00	\$ 18,300.27	\$ 6,519.86	\$ 6,401.85
103-13-0 Local Transportation Commission Staff Support	\$ 25,000.00		\$ 25,000.00	\$ 10,803.31	\$ -	\$ 10,803.31			\$ -	\$ 25,000.00	\$ -	\$ 14,196.69
200-13-0 Regional Transportation Plan	\$ 95,000.00	\$ 13,000.00	\$ 82,000.00	\$ 38,251.18	\$ 2,215.75	\$ 36,035.43	\$ (10,784.25)	\$ 10,750.00	\$ 2,215.75	\$ 92,750.00	\$ -	\$ 56,714.57
201-13-1 Trails	\$ -			\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
300-13-0 Transit Planning	\$ 20,000.00	\$ 20,000.00		\$ 3,575.62	\$ 3,575.62	\$ -	\$ (2,000.00)		\$ 18,000.00	\$ -	\$ 14,424.38	\$ -
302-12-4 ESTA Update of Inyo-Mono Coord. Public Transit-Human Services Trans. Plan	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 1,446.91	\$ 1,401.31	\$ 45.60			\$ 5,000.00	\$ 5,000.00	\$ 3,598.69	\$ 4,954.40
403-13-0 Pavement Management System	\$ -			\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
600-13-0 Transportation Grant Applications	\$ 10,000.00	\$ 10,000.00		\$ 4,336.15	\$ 4,336.15	\$ -			\$ 10,000.00	\$ -	\$ 5,663.85	\$ -
601-11-0 395 Corridor Management Plan	\$ 13,750.00		\$ 13,750.00	\$ 1,235.25	\$ -	\$ 1,235.25		\$ (12,514.75)	\$ -	\$ 1,235.25	\$ -	\$ -
603-11-1 Main Street Revitalization Plan for US 395 through Bridgeport	\$ 2,000.00		\$ 2,000.00	\$ 1,698.85	\$ -	\$ 1,698.85		\$ 12,514.75	\$ -	\$ 14,514.75	\$ -	\$ 12,815.90
607-13-2 ML Draft Mobility Element Level of Service Analysis & Mitigation Identification	\$ 8,750.00	\$ 8,750.00		\$ -	\$ -	\$ -	\$ (8,750.00)		\$ -	\$ -	\$ -	\$ -
608-13-2 Parking District and Pricing Study	\$ 1,500.00	\$ 1,500.00		\$ -	\$ -	\$ -	\$ 20,000.00		\$ 21,500.00	\$ -	\$ 21,500.00	\$ -
800-13-1 Interregional Transportation Planning	\$ 12,000.00	\$ 4,000.00	\$ 8,000.00	\$ 3,400.23	\$ -	\$ 3,400.23	\$ (2,000.00)		\$ 2,000.00	\$ 8,000.00	\$ 2,000.00	\$ 4,599.77
803-13-2 Mammoth Lakes Air Quality monitoring and planning	\$ 4,000.00	\$ 4,000.00		\$ 342.78	\$ 342.78	\$ -			\$ 4,000.00	\$ -	\$ 3,657.22	\$ -
900-13-0 Current Planning and Monitoring and Traffic Management Issues	\$ -			\$ -	\$ -	\$ -	\$ 7,500.00		\$ 7,500.00	\$ -	\$ 7,500.00	\$ -
908-13-2 Caltrans/Town of ML Maintenance Agreement	\$ 15,000.00	\$ 15,000.00		\$ -	\$ -	\$ -	\$ (15,000.00)		\$ -	\$ -	\$ -	\$ -
1000-13-0 Training and Development	\$ 13,000.00	\$ 5,000.00	\$ 8,000.00	\$ 6,196.47	\$ 228.58	\$ 5,967.89			\$ 5,000.00	\$ 8,000.00	\$ 4,771.42	\$ 2,032.11

FY 2013/14 OWP Preliminary Budget \$ 320,000.00 \$ 184,500.00 \$ 135,500.00
 Budget Adjustment
PPM Current Budget \$ 320,000.00 \$ 184,500.00 \$ 135,500.00

	PPM Approved Budget			Billing to Date			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 320,000.00	\$ 184,500.00	\$ 135,500.00	\$ 95,293.30	\$ 35,792.70	\$ 59,500.60	\$ (85,660.48)	\$ 85,660.48	\$ 98,839.52	\$ 221,160.48	\$ 63,046.82	\$ 161,659.88
200-13-0 Regional Transportation Plan	\$ 41,000.00	\$ 7,500.00	\$ 33,500.00	\$ 2,066.92	\$ 2,066.92	\$ -		\$ 68,160.48	\$ 7,500.00	\$ 101,660.48	\$ 5,433.08	\$ 101,660.48
201-13-1 Trails	\$ 12,000.00		\$ 12,000.00	\$ 5,379.76	\$ -	\$ 5,379.76			\$ -	\$ 12,000.00	\$ -	\$ 6,620.24
403-13-0 Pavement Management System	\$ 4,000.00	\$ 4,000.00		\$ 1,500.00	\$ 1,500.00	\$ -	\$ 2,500.00		\$ 6,500.00	\$ -	\$ 5,000.00	\$ -
600-13-0 Transportation Grant Applications	\$ -			\$ -	\$ -	\$ -		\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
601-11-0 395 Corridor Management Plan	\$ 18,000.00		\$ 18,000.00	\$ -	\$ -	\$ -		\$ (18,000.00)	\$ -	\$ -	\$ -	\$ -
602-11-2 Main Street Transportation Facilities Implementation and Financing Plan	\$ 30,000.00	\$ 30,000.00		\$ 6,704.81	\$ 6,704.81	\$ -	\$ (19,000.00)		\$ 11,000.00	\$ -	\$ 4,295.19	\$ -
605-12-2 Mammoth Lakes Stormwater Management Plan	\$ 15,000.00	\$ 15,000.00		\$ 2,053.38	\$ 2,053.38	\$ -	\$ (12,946.00)		\$ 2,054.00	\$ -	\$ 0.62	\$ -
607-13-2 ML Draft Mobility Element Level of Service Analysis & Mitigation Identification	\$ 30,000.00	\$ 30,000.00		\$ -	\$ -	\$ -	\$ (20,000.00)		\$ 10,000.00	\$ -	\$ 10,000.00	\$ -
608-13-2 Parking District and Pricing Study	\$ 50,000.00	\$ 50,000.00		\$ -	\$ -	\$ -	\$ (20,000.00)		\$ 30,000.00	\$ -	\$ 30,000.00	\$ -
609-13-2 Sidewalk Master Plan	\$ 10,000.00	\$ 10,000.00		\$ 9,982.07	\$ 9,982.07	\$ -	\$ 2,500.00		\$ 12,500.00	\$ -	\$ 2,517.93	\$ -
610-13-2 Streetscape Standards Plan	\$ 10,000.00	\$ 10,000.00		\$ -	\$ -	\$ -	\$ (10,000.00)		\$ -	\$ -	\$ -	\$ -
700-13-0 Project Study Reports	\$ 10,000.00		\$ 10,000.00	\$ 5,786.44	\$ -	\$ 5,786.44	\$ 800.00	\$ 5,000.00	\$ 800.00	\$ 15,000.00	\$ 800.00	\$ 9,213.56
701-13-1 Regional Transportation Improvement Plan Maintenance	\$ 5,000.00		\$ 5,000.00	\$ 5,063.49	\$ -	\$ 5,063.49		\$ 500.00	\$ -	\$ 5,500.00	\$ -	\$ 436.51
900-13-0 Current Planning and Monitoring and Traffic Management Issues	\$ 13,000.00	\$ 8,000.00	\$ 5,000.00	\$ 14,089.41	\$ 11,378.31	\$ 2,711.10	\$ 3,378.31		\$ 11,378.31	\$ 5,000.00	\$ -	\$ 2,288.90
902-12-2 Purchase Transportation Data Collection Equipment	\$ 5,000.00	\$ 5,000.00		\$ -	\$ -	\$ -			\$ 5,000.00	\$ -	\$ 5,000.00	\$ -
903-12-1 Mono County Asset Management Plan	\$ 50,000.00		\$ 50,000.00	\$ 40,559.81	\$ -	\$ 40,559.81		\$ 25,000.00	\$ -	\$ 75,000.00	\$ -	\$ 34,440.19
906-13-2 Speed Survey Study	\$ 15,000.00	\$ 15,000.00		\$ 2,107.21	\$ 2,107.21	\$ -	\$ (12,892.79)		\$ 2,107.21	\$ -	\$ -	\$ -
1000-13-0 Training and Development	\$ 2,000.00		\$ 2,000.00	\$ -	\$ -	\$ -			\$ -	\$ 2,000.00	\$ -	\$ 2,000.00

Mono County Local Transportation Commission

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Staff Report

February 10, 2014

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Financial Analyst

SUBJECT: Mono County Overall Work Program (OWP) 2014-15 draft for circulation

RECOMMENDATIONS:

Accept draft report of OWP 2014-15 for circulation and comments.

FISCAL IMPLICATIONS:

None at this time.

ENVIRONMENTAL COMPLIANCE:

N/A

DISCUSSION:

The Mono County Overall Work Program 2014-15 draft was created by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and reflects work elements that are projected to be active from July 1, 2014, to June 30, 2015. The draft is intended for circulation and review. The latest date to submit the 2014-15 OWP to Caltrans District 9 is March 1.

Timeline:

- March 1: Submit draft OWP to district
- April: The 2014-15 OWP will come back to the commission for adoption.
- May 1: Deadline for OWP/OWPA (Overall Work Program Agreement) amendments; OWP is due to Caltrans in May.
- June 30: Final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP).

Mono County Overall Work Program

2014-2015

1st Draft for Circulation February 10th, 2014

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OVERALL WORK PROGRAM

INTRODUCTION

Mono County is a rural county located on the eastern side of the Sierra Nevada Mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 58 percent of the county population. During periods of heavy recreational usage, the Town of Mammoth Lake's population approaches 35,000.

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

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

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

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

TRANSPORTATION GOALS AND ISSUES

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

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

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

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

PUBLIC PARTICIPATION

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

The Town's Planning and Economic Development Commission actively reviews and seeks public participation in transportation and airport planning activities, including issues regarding transit service, development review, capital projects, and transportation support infrastructure, policies, and programs.

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

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

The primary duties of the LTC consist of the following:

- Every five years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

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

PLANNING EMPHASIS AREAS UNDER MAP-21

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA are addressed in the 2014/15 OWP where applicable, and are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

WORK ELEMENT 100-13-0
2015/16 OVERALL WORK PROGRAM DEVELOPMENT AND APPROVAL

PURPOSE

The purpose of this Work Element is to develop the Overall Work Program for the following year and have the OWP approved by Caltrans. This is also where we assign time if we need to make adjustments to the current OWP.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Review status of current OWP projects	County LTC, Town LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Status Report Update	12/31/2014
Solicit potential work items from potential partners	County LTC	Proposed Work items	12/15/2014
Develop priorities for new OWP	County LTC, Town LTC		12/31/2014
Solicit input from LTC on priorities	County LTC		1/13/2015
Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC Staff recommendation	1/31/2015
Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2015
Draft OWP reviewed by LTC	County LTC		2/10/2015
Caltrans review of draft OWP	Caltrans D9		3/1/2015
Draft OWP reviewed by LTC	County LTC		3/10/2015
Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2015
Draft OWP reviewed by LTC	County LTC		4/14/2015
Final Adoption of OWP	County LTC		5/12/2015
Caltrans approval of OWP	Caltrans D9	Approved OWP for 2015/16	6/15/2015
Develop, Review and approve Amendments as needed	County, LTC, Caltrans		As needed

PREVIOUS WORK

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

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$3,000	\$10,000	\$13,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$3,000	\$10,000	\$13,000

WORK ELEMENT 101-13-0
2013/14 AND 2014/15 OVERALL WORK PROGRAM ADMINISTRATION

PURPOSE

The purpose of this Work Element is to close out the 2013/14 OWP and administer the OWP for FY 2014/15.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
2013/14 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	4 th Qtr invoices/progress reports	8/5/2014
2013/14 OWP Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 th Qtr RPA and PPM Invoices/progress reports	8/20/2014
Year end paperwork, including Close Out Package to CalTrans	County TLC	Close Out Package	08/31/14
Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly Reporting Forms	9/1/2014
Quarter 1 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	1 st Qtr invoices/progress reports	10/31/2014
Quarter 1 invoices/progress reports submitted to CalTrans	County LTC	1 st Qtr RPA and PPM Invoices/progress reports	11/15/2014
Quarter 2 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	2 nd Qtr invoices/progress reports	1/20/2015
Quarter 2 invoices/progress reports submitted to CalTrans	County LTC	2 nd Qtr RPA and PPM Invoices/progress reports	1/31/2015
Review OWP and quarterly reports for possible amendments	County LTC, Town LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Proposed amended Work Elements	3/15/2015
Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/31/2015
Amended OWP adopted by LTC	County LTC	Adopted amended OWP	4/14/2015

Quarter 3 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	3 rd Qtr invoices/progress reports	4/20/2015
Quarter 3 invoices/progress reports submitted to CalTrans	County LTC	3 rd Qtr RPA and PPM Invoices/progress reports	4/30/2015
Amended OWP approved by Caltrans	Caltrans	Caltrans approved amended OWP	5/1/2015

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$5,000	\$10,000	\$15,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$5,000	\$10,000	\$15,000

WORK ELEMENT 103-13-0
LOCAL TRANSPORTATION COMMISSION STAFF SUPPORT

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Maintain office conduct day-to-day Commission business and website	County LTC	Customer service, phones, email, research & correspondence	Daily
Prepare LTC Agenda Packet and supporting materials	County LTC	Agenda Packets	Monthly
Prepare LTC Minutes and take actions necessary to implement Commission directives	County LTC	Minutes, resolutions, & implementation activities	Monthly
Operational and Trust Fund Accounting	County LTC	required reports	as needed
Contract for annual audit for previous year	County LTC	annual audit	12/31/2014

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>		\$15,000	\$15,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>		\$15,000	\$15,000

WORK ELEMENT 200-13-0
REGIONAL TRANSPORTATION PLAN

PURPOSE

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

- Establish transportation goals, policies, and actions on a regional and local basis,
- Comply with the State’s Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures.
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use and housing elements of the Town and County
- Address Active Transportation requirements as a part of the Update

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

- Adopted RTP, with certified Environmental Impact Report. RTP will include performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP -21 performance measures).

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Review RTP guidelines to identify RTP deficiencies and legal mandates for RTP update	County and TOML	Outline of RTP policy / data gaps	7/30/14
Review current RTP with RPACs, tribal governments, Caltrans, Collaborative Planning Team, etc for input on modifications and identification of new issues to address	County and TOML	Agendas and draft issues section of RTP	7/31/14
Incorporate and complete current County planning efforts; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc	County and TOML	Suggested additions to and/or modifications of the RTP	7/31/14
Incorporate Digital 395/last-mile provider and other communication and infrastructure policies	County	Capital projects and communications policies	7/31/14
Review Evaluate and revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation Element of the General Plan, and community input.	County and TOML	Draft policies and list of community/local /state transportation needs (RTIP & TA)	7/30/14
Review draft RTP with Caltrans, RPACs, and conduct workshops with	County	Public review of draft RTP and RTP modifications	10/31/14

Commissions and Board, and make any changes			
Coordinate with Land Use Element update and mandated Housing Element Update	County	Integrated RTP policies	7/31/14
Incorporate natural resource considerations via update of master environmental assessment (MEA)/EIR	County	Draft MEA	10/31/14
Integrate bike, pedestrian and other applicable non-motorized policies into an Active Transportation Plan format as a part of RTP	County	Draft ATP component	9/1/14
Prepare Administrative Draft Environmental Impact Report (EIR) for internal review, revise as needed, and publish Public Review Draft EIR	County	Draft EIR	9/1/14
Receive public/agency comments, prepare response to comments, prepare Final EIR, modify RTP and distribute	County	Final EIR & RTP	1/31/15
Notice and conduct public hearing for adoption with Commissions and Board	County	Agendas	3/31/15
Certify EIR and adopt RTP/Circulation Element	County	Adopted documents	6/30/15
File Notice of Determination	County LTC	Notice of Determination	6/30/15

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Prepare draft Town Capital projects list for inclusion in RTP	Town Public Works	Town capital project list, cost estimates, schedule	7/31/14
Town Commission(s) review of draft capital projects list for inclusion in RTP	Town Public Works	Commission(s) review of draft capital projects list	7/31/14
Coordination with County and Caltrans as necessary	Town Public Works	Integrated capital project list	Ongoing
Complete ADA Transition plan and incorporate into RTP	Town	ADA Transition plan	7/31/14
Complete draft mobility element and incorporate into RTP	Town	Draft mobility element	7/31/14
Prepare draft RTP with County	Town Public Works	Draft RTP	8/1/14
Town Commission(s) review of draft RTP	Town Public Works	Commission(s) review of draft RTP	11/1/14
Prepare Final Draft RTP with County	Town Public Works	Final Draft RTP	1/30/15

LTC adoption	Town Public Works	Adopted RTP	6/30/2015
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PREVIOUS WORK

Town staff has been working to develop the Town's Capital Improvement Program, which will be incorporated into the RTP. County staff has outreached to Regional Planning Advisory Groups, completed review of most community policy sections, and with the assistance of consultant, integrated feedback and recommendations into an initial RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21 has been adopted and will be further adjusted as needed.

ONGOING TASK

This is an on-going work element.

FUNDING SOURCE

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>		\$46,000	\$46,000
<u>PPM FUNDING</u>	\$10,000	\$20,000	\$30,000
<u>TOTAL FUNDING</u>	\$10,000	\$66,000	\$76,000

WORK ELEMENT 201-13-1
REGIONAL TRAILS

PURPOSE

The purpose of Work Element 201-12-1 is to develop Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects, incorporate trails into GIS base mapping, pursue funding for trails development and develop a Web Application for the trails system.

WORK ACTIVITY AND DELIVERABLES MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
June Lake Trail Plan project(s), including Down Canyon Trail PID/PSR	Mono County	PID/PSR	12/30/14
Route concepts for portions of the Eastern Sierra Regional Trail, including Mono Yosemite Gateway Trail	Mono County	Route concept for regional trail	3/30/15
Develop trails plans/concepts and secure funding for trail system components for communities such as Bridgeport, Paradise, Crowley, Lee Vining and Walker	Mono County	Grant application	6/30/15
Pursue funding for implementation of Bicycle Transportation Plan Projects	Mono County	Grant application	6/30/15
GIS Base mapping - inclusion of trails	Mono County	Updated GIS base maps	Ongoing
Web Application Development for trails system	Mono County	Web Application to identify trails	6/30/15
Trail Counter Data Management System Development	Mono County	Trail use Data	6/30/15
Evaluate Sidewalk segments for completion, curb extensions and ped activated flashing lights for crosswalks for priority communities	Mono County	Grant application	6/30/15

WORK ACTIVITY AND DELIVERABLES TOML

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Safe Routes to School	TOML	Active Program	Ongoing
Trail Counter Data Management	TOML	Trail Use Data	Ongoing

ONGOING TASK

This is an on-going work element.

FUNDING SOURCE

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2013/14 RPA</u>			
<u>PPM FUNDING</u>	\$5,000	\$5,000	\$10,000
<u>TOTAL FUNDING</u>	\$5,000	\$5,000	\$10,000

WORK ELEMENT 300-13-0
REGIONAL TRANSIT PLANNING AND COORDINATION

PURPOSE

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

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

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Town, MMSA, and ESTA monthly liaison meetings	Town Airport & Transportation Department	Town, MMSA, and ESTA monthly liaison meetings	Monthly
Planning and Economic Development Commission transit workshop-semiannual	Planning and Economic Development Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	7/31/2014
Identify and analyze winter route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	9/31/2014
Prepare Winter transit map	Town Airport & Transportation Department	Published Winter Transit Map	11/1/2014
Planning and Economic Development Commission transit workshop-semiannual	Planning and Economic Development Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	2/28/2015
Identify and analyze summer route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	4/31/2015
Prepare Summer transit map	Town Airport & Transportation Department	Published Summer Transit Map	6/1/2015
Final Deliverable(s)	Town Airport & Transportation Department	Summer and Winter Transit Maps (published); Transit Workshops	6/30/2015

PREVIOUS WORK

This is an ongoing work item.

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$12,000	\$7,000	\$19,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$12,000	\$7,000	\$19,000

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

PURPOSE

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

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

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

WORK ACTIVITY AND DELIVERABLES-ESTA

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Update Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan	Consultant	Updated Coordinated Plan	December, 2014

PREVIOUS WORK

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

ONGOING TASK

FUNDING SOURCE

Mono County RPA
 Inyo County - \$10,000

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$5,000	\$5,000	\$10,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$5,000	\$5,000	\$10,000

WORK ELEMENT 403-13-0
REGIONAL PAVEMENT MANAGEMENT SYSTEM

PURPOSE

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

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

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Pavement Condition Assessment	TOML/County	Update PMS with current pavement condition index	11/1/2014
Prepare Reports	TOML/County	Prepare reports for integration with the 5 year Capital Improvement Plan and Asset Management Plan	Ongoing
Software license	TOML/County	Annual Software License Subscription	6/30/2015
Data Collection and Management	TOML/County		
Final Deliverable(s)	TOML/County	Update PMS & Renew License	6/30/2015

ONGOING TASK

This is an ongoing project.

FUNDING SOURCE

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$4,000	\$4,000	\$8,000
<u>TOTAL FUNDING</u>	\$4,000	\$4,000	\$8,000

WORK ELEMENT 600-13-0
REGIONAL TRANSPORTATION GRANT APPLICATIONS

PURPOSE

The purpose of this Work Element to support Town efforts to gain grant funding for transportation planning projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. Additionally Project Study Reports (PSR's) will be developed and engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

The Town intends to pursue a range of local, State and Federal grant opportunities in 2013-14, including

- Community Based Transportation Planning Grant for district transportation planning.
- Local Measures U and R to support transportation planning for capital improvements and programming.
- ATP (Active Transportation Program) Grant applications.
- Development of Project Study Reports the primary objectives of which are to:
 - Determine and evaluate need and purpose of the project,
 - Evaluate and analyze the project alternatives,
 - Coordinate with statewide, regional, and local planning agencies,
 - Identify potential environmental issues and anticipated environmental review,
 - Identify the potential or proposed sources of funding and project funding eligibility,
 - Develop a project schedule, and
 - Generate an engineer's estimate of probable costs.

Administer and implement awarded grants as needed.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Research grants availability, requirements and determine eligible projects	County, Town Community Development and Public Works	N/A	TBD as needed
Draft Grant Applications	County, Town Community Development and Public Works	Grant application and supporting materials; authorizing resolutions; letters of support etc.	TBD as needed
Final Grant Application	County, Town Community Development and Public Works	Final Grant Application Package	TBD as needed
Final Deliverable(s)	County, Town Community Development and Public Works	Final Grant Application Package(s)	TBD as needed

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA and PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$10,000	\$10,000	\$20,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$10,000	\$10,000	\$20,000

WORK ELEMENT 601-11-0
REGIONAL 395 COORIDOR MANAGEMENT PLAN

PURPOSE

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

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

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Assess and Evaluate existing information & Develop detailed work plan	County, LTC	Work Plan	12/31/2014
Data Collection/GIS mapping	County, LTC	Inventory of data/mapping	05/31/2015
Community Outreach Meetings/Collaborative Planning Group Meetings (15 meetings) Phase 1 introduction & phase 2 follow up	County, LTC	Agendas	02/28/2015
Review/Update existing State Scenic Highway CMP to be consistent with proposed NSBCMP	County, LTC	Updated State Scenic CMP	01/31/2015
Prepare CMP Document draft, including proposed interpretive projects and cost estimates	County, LTC	Draft CMP	05/30/2015
Present and discuss final proposed NSBCMP to local communities, boards & commissions. (~6 meetings)	County, LTC	Agendas, presentations, notes	06/30/2015
Conduct facilitated sessions with communities/RPACs to establish design themes, including gateway monument signs/placement and Main Street improvements	County, LTC	Community Design Themes	06/30/2015
Conclude process (incidentals : supplies, reproductions, travel, etc).and submit Final Deliverable(s) & Marking	Count, LTC	395 Corridor Management Plan	06/30/2015

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Support Mono County Staff to complete 395 Corridor management Plan	Town Public Works	Support stakeholder, partner, and public outreach meetings. Assist in document, materials and presentation preparation, aid in consultant selection and coordination, review draft documents.	6/30/15
Final Deliverable(s)	Town Public Works	395 Corridor Management Plan	6/30/15

ONGOING TASK

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

FUNDING SOURCE

FHWA Grant Funding: \$196,000
 RPA and PPM Funding for Required Match (20%): \$49,000 in-kind/cash
 Total Project Cost: \$245,000
 Funding Award Date: 6/17/2011
 Project completion: 6/1/2015
 Required project completion deadline: 6/1/2016

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$5,000	\$10,000	\$20,000
<u>PPM FUNDING</u>		\$15,250	\$15,250
<u>TOTAL FUNDING</u>	\$5,000	\$25,250	\$35,250

WORK ELEMENT 602-11-2
MAMMOTH LAKES MAIN STREET
IMPLEMENTATION PLAN

PURPOSE

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

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Parking Analysis	Town Community Development and Public Works	Preliminary parking alternatives plan	12/1/2014
Alternative Transportation Evaluation and Mode Split Analysis	Town Community Development and Public Works	Preliminary alternative transportation options plan	12/1/2014
Vehicle and Pedestrian Access Management Plan	Town Community Development and Public Works	Preliminary vehicle and pedestrian access management plan	12/1/2014
Vehicle and Pedestrian Signage and Wayfinding Plan for Main Street	Town Community Development and Public Works	Preliminary vehicle and pedestrian signage and wayfinding plan for Main Street	12/1/2014
Snow Management Implementation Plan	Town Community Development and Public Works	Preliminary snow management plan	12/1/2014
Financial Feasibility Analysis	Town Community Development and Public Works	Preliminary financing alternatives plan	12/1/2014
Stakeholder Focus Group Meeting #2	Town Community Development and Public Works	Focus Group Meeting #2 Sign-in sheet; Copy of Meeting Notes	7/31/14

Community Workshop	Town Community Development and Public Works	Community Workshop Sign-in sheet; Copy of Meeting Notes; Copies of Presentation Materials	7/31/14
Agency Review	Town Community Development and Public Works	Meeting notes from Agency Meetings	7/31/14
Preferred Plan Information	Town Community Development and Public Works	Data and information about plan refinement, including additional analysis if needed	7/31/14
Presentation of Preferred Plan to Planning Commission	Town Community Development and Public Works	Planning Commission Meeting #1 Information: Meeting Notes, Staff Report, etc.	8/1/2014
Draft Implementation Plan (Administrative and Public Review)	Town Community Development and Public Works	Draft Implementation Plan	9/1/2014
Present Draft Plan &	Town Community Development and Public Works	Planning Commission Meeting #2 Information: Meeting Notes, Staff Report, Commission and public comments; Other Commission Meeting Information if applicable	10/1/2014
Final Implementation Plan	Town Community Development and Public Works	Final Implementation Plan	12/1/2014
Acceptance of Final Plan	Town Community Development and Public Works	Planning Commission Meeting #3 and Town Council Meeting #1 Information: Meeting Notes, Staff Report, Commission/Council	12/31/2014

		and public comments	
Final Deliverables(s) submittal and		Final Main Street Implementation Plan	2/1/2014

PREVIOUS WORK

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

The Town has completed the following tasks for the Main Street Implementation Plan:

- Kick-off meeting with Caltrans
- Issuance of Request for Proposals
- Selection of Consultant team (Winter & Company)
- Formation of focus group (Downtown Working Group)
- Held four public Downtown Working Group meetings
- Held one Community Workshop

ONGOING TASK

Staff started work on this project in July 2012 and will complete work by February 2015.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$10,000		\$10,000
<u>TOTAL FUNDING</u>	\$10,000		\$10,000

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

PURPOSE

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

Objectives:

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

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

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

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Develop Stormwater Management Plan and Capital Improvement Program	Town Public Works	Draft & Final Stormwater Master Plan	12/30/2014
Implement Strategic Aspects of the Stormwater Management Plan <ul style="list-style-type: none"> • Draft & Final Stormwater Finance Strategy & Funding Plan • Draft & Final Stormwater Operations & Maintenance Plan • Draft & Final Framework for Commercial, Industrial and Residential Retrofit Program • Draft & Final Monitoring, Assessment & Reporting Plan 	Town Public Works	Draft & Final Stormwater Finance Strategy & Funding Plan; Draft & Final Stormwater Operations & Maintenance Plan; Draft & Final Framework for Commercial, Industrial and Residential Retrofit Program; Draft &	6/30/2015

		Final Monitoring, Assessment & Reporting Plan	
Project Quality Control and Review	Town Public Works	Review notes by senior staff	ongoing
California Environmental Quality Act	Town Public Works	Prepare environmental checklist and documentation for minor Negative Declaration	9/30/2015
Project Administration	Town Public Works	Monthly reports and project invoicing	ongoing

Final Deliverable(s):

- Final Stormwater Finance Strategy & Funding Plan
- Final Stormwater Operations & Maintenance Plan
- Final Framework for Commercial, Industrial and Residential Retrofit Program
- Final Monitoring, Assessment & Reporting Plan
- CEQA Review and adoption
- Update Municipal Code

These deliverables will assist Town compliance with State mandated nonpoint source controls for stormwater pollution.

PREVIOUS WORK This is a new work element.

ONGOING TASKS

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

FUNDING

The Town has been awarded a grant from the Inyo-Mono Integrated Regional Water Management Plan (IRWMP) to complete Phase I of this project. The Town expects to submit another grant application to complete Phase II

Phase 1 IRWMP Grant: \$88,000

IRWMP Required Match 25%

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

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

Total Project Cost: \$229,500

Funding Award Date: Phase I award in negotiation with DWR: \$88,000

Funding Phase 2 DWR grant est. 9/2013: \$108,000

Required project completion deadline: Three years from award of CWR Grant

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$10,000		\$10,000
<u>TOTAL FUNDING</u>	\$10,000		\$10,000

WORK ELEMENT 607-13-2
MAMMOTH LAKES MOBILITY ELEMENT COMPLETION PROJECT

PURPOSE

The purpose of this work element is to analyze intersection level of service for intersections identified in the Town of Mammoth Lakes Draft Mobility Element and identify potential mitigation measures as necessary to meet level of service standards.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Perform level of service analysis, based on existing traffic model information, on existing and potential future intersections and roadway segments	Town Public Works & Community Development	Intersection and segment LOS worksheets	1/1/2014
Conduct special studies for eventual completion of the Mobility Element			3/30/15
Analyze the effects of the current General Plan Circulation Element and the proposed Mobility Element related to build out of the Town			3/30/15
Analyze specifics of the plan as it relates to new roadways			3/30/15
Identify potential mitigation measures, including CEQA, physical and policy measures	Town Public Works & Community Development	Technical memo and documentation of mitigation measures	6/30/15
Final Deliverable(s)			6/30/15

PREVIOUS WORK This is a continuation of previous work element.

ONGOING TASKS

FUNDING

PPM and RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$31,750		\$31,750
<u>TOTAL FUNDING</u>	\$31,750		\$31,750

WORK ELEMENT 700-13-0
REGIONAL PROJECT STUDY REPORTS

PURPOSE

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

The primary objectives of a PSR are to:

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

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Maintenance of Project workflow document	Town, County	Updated workflow	ongoing
Outreach as appropriate to determine needs and potential projects via RPACs, LDTAC, Planning Commission and Board of Supervisors	Town, County	Project list of priorities	ongoing
Complete PSR	Town, County, PW	PSR's	ongoing

ONGOING TASK

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

FUNDING SOURCE

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$5,000	\$10,000	\$15,000
<u>TOTAL FUNDING</u>	\$5,000	\$10,000	\$15,000

WORK ELEMENT 701-13-1
REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP) UPDATE/MAINTENANCE

PURPOSE

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

The primary objectives of this work element is to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under MAP-21 and revise MOU's when necessary,
- Amend existing RTIPs if projects have a change in scope, cost and/or delivery, and
- Monitor 2014 RTIP
- Develop programming needs and/or projects for the 2016 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Conduct quarterly reviews with LTC		LTC agenda report	Quarterly
Amend RTIP if current projects change in scope, cost and/or delivery	Mono County LTC	LTC Resolution	6/1/15
Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments	Mono County LTC	To be determined	As needed
Monitor regional projects (MOU) for any necessary changes	Mono County LTC	To be determined	As needed
Coordinate future programming needs (or projects) for Dist. 9, TOML, and/or Mono County	Mono County LTC	To be determined	ongoing
Work with Town, County and CTC staff on implementation	Mono County LTC	Updated RTIP	ongoing

PREVIOUS WORK

- Adoption of the 2014 RTIP,
- Attendance at South State STIP hearing
- Consistency determination of the 2014 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2014 RTIP with CTC guidelines.

ONGOING TASK

This is an ongoing project and applies to development of any amendments need to the 2014 RTIP. Deliverables will be new amendments and/or programming changes to the 2014 RTIP if necessary.

FUNDING SOURCE

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$5,000	\$5,000	\$10,000
<u>TOTAL FUNDING</u>	\$5,000	\$5,000	\$10,000
<u>ESTIMATED RPA ROLLOVER*</u>			

WORK ELEMENT 800-13-1
INTERREGIONAL TRANSPORTATION PLANNING

PURPOSE

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

- Coordinate with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities; attend meeting once a quarter, update MOU's as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21 concerns related to funding and specific needs in rural counties
- Attend Rural County Task Force meetings once a quarter and phone conferences as available
- Participate on YARTS, including support to the Advisory Committee and Governing Board;

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo and Kern COG and make/review any necessary changes to existing MOU's	County LTC	Agendas; Revised MOU	On-going
Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; and outreach to applicable communities and interest groups	County LTC	Agendas, planning documents	On-going
Participate in the Rural Counties Task Force (RCTF)	County LTC	Agendas	On-going
Rural County Task Force Participation	County LTC	Meeting Minutes	On-going
Public, agency and tribal engagement in transportation and transit related issues	County planning, IT, Town Staff	Agendas, informational notices, minutes	As needed

ONGOING TASK

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

FUNDING SOURCE RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$5,000	\$10,000	\$15,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$5,000	\$10,000	\$15,000

WORK ELEMENT 803-13-2
MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING

PURPOSE

The purpose of this work element is offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Ongoing daily monitoring of air pollution	Town Community & Economic Development Department	Daily air pollution data and recording	6/30/2014

ONGOING TASK

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

FUNDING SOURCE

RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$4,000		\$4,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$4,000		\$4,000

WORK ELEMENT 900-13-0
PASS CLOSURE POLICY

PURPOSE

The purpose of this work element is to create a policy with Mono County, the California Department of Transportation, District 9 and Yosemite National Park for Tioga pass closure and others. This policy will include infrastructure and operations as well as management.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	Town, County and Caltrans	Meetings with Caltrans staff	9/1/2013
Develop Draft MOU Agreement	Town, County and Caltrans	Draft Maintenance Agreement	11/1/2013
Prepare and present Draft MOU Agreement	Town, County and Caltrans	Draft Maintenance Agreement	1/1/2014
Final Updated MOU	Town, County and Caltrans	Final Updated Maintenance Agreement	2/1/2014
Final Deliverable(s)			2/1/2014

ONGOING TASK

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

FUNDING SOURCE

RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$2,000	\$8,000	\$10,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$2,000	\$8,000	\$10,000

WORK ELEMENT 902-13-2
REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT

PURPOSE

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software for the Town of Mammoth Lakes, to support current monitoring and transportation planning activities. Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Purchase equipment	Town Public Works	Permanent traffic counters equipment, Infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	6/30/15
Final Deliverable(s)		3 Traffix trail counters; 2 Jamar intersection counters; 1 maintenance/parts	6/30/15

PREVIOUS WORK

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

ONGOING TASK

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

FUNDING SOURCE

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$5,000	\$5,000	\$10,000
<u>TOTAL FUNDING</u>	\$5,000	\$5,000	\$10,000

WORK ELEMENT 903-13-1
REGIONAL TRANSPORTATION ASSET MANAGEMENT PLAN

PURPOSE

The purpose of this Work Element is to complete a Transportation Asset Management Plan for County & Town maintained roads, and integrate updated data into the plan on an on-going basis. Staff will also continue to develop an inventory of Right-of-Way and the encroachments, to be able to have the best possible data for future projects. Data from the plan will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wild life collisions. MAP – 21 performance measures for rurals are optional now – but consider the points below.

WORK ACTIVITY AND DELIVERABLES

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to county road management
- Work with Mono County Sheriff’s office to track local traffic collisions/property damage that may not be reported by law enforcement

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Develop and maintain inventory of Right-of-Way for County Roads	County Public Works , TOML	ROW Inventory	Ongoing
Present report to Board of Supervisors	County Public Works, TOML	Agenda/minutes	7/16/13
Incorporate ROW or other applicable data into GIS System	County TOML GIS	Updated GIS reports	ongoing
Data Collection for plan updates	County Public Works, TOML	Data reports	ongoing
Data Collection of Accident Reports	County- TOML	Data Reports	ongoing

PREVIOUS WORK

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

ONGOING TASK

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

FUNDING SOURCE

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$20,000	\$50,000	\$70,000
<u>TOTAL FUNDING</u>	\$20,000	\$50,000	\$70,000

WORK ELEMENT 908-13-2
REGIONAL MAINTENANCE AGREEMENT

PURPOSE

The purpose of this work element is to update the Maintenance Agreement between the Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for operation of applicable mainstreets. The Maintenance Agreement includes infrastructure and operations, such as transit shelters, signals, and snow management.

WORK ACTIVITY AND DELIVERABLES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	Town Public Works and Caltrans	Meetings with Caltrans staff	9/1/2013
Develop Draft Maintenance Agreement (Administrative Review)	Town Public Works and Caltrans	Draft Maintenance Agreement (Administrative Review)	11/1/2013
Prepare and present Draft Maintenance Agreement	Town Public Works and Caltrans	Draft Maintenance Agreement	1/1/2014
Final Updated Maintenance Agreement	Town Public Works and Caltrans	Final Updated Maintenance Agreement	2/1/2014
Final Deliverable(s)			2/1/2014

PREVIOUS WORK This is a new work element.

ONGOING TASKS

FUNDING

PPM and RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$18,000	\$20,000	\$38,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$18,000	\$20,000	\$38,000

WORK ELEMENT 1000-13-0
TRAINING AND DEVELOPMENT

PURPOSE

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects. In order to plan future projects staff must be up to date on the most current State and Federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g. MAP-21), policies, and regulations,
- Provide training on MUTCD, LAPM, FHWA, Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.
-

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Identify and attend training opportunities available relating to transportation planning, projects and programs	County Planning, County LTC, and County Public Works	Training documentation	Ongoing
MAP-21 training and implementation	County LTC	Update to LTC	ongoing

WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES

Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
Receive training on new and updated state and federal laws, policies, and regulations	Town Community Development and Public Works	Training documentation	6/30/2015
Receive training on new and updated transportation principles and practices	Town Community Development and Public Works	Training documentation	6/30/2015
Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	Town Community Development and Public Works	Training documentation	6/30/2015
Investigate new techniques and equipment to be adapted and incorporated into future projects	Town Community Development and Public Works	Training documentation	6/30/2015
Final Deliverable(s)		Training documentation	6/30/2015

ONGOING TASK

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

FUNDING SOURCE

RPA and PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$5,000	\$5,000	\$10,000
<u>PPM FUNDING</u>	\$5,000	\$5,000	\$10,000
<u>TOTAL FUNDING</u>	\$5,000	\$5,000	\$20,000

**APPENDIX A
RPA BUDGET SUMMARY**

Proposed Expenditures:

Work Element	Total	Town	County
2015/16 OWP Development and Approval	\$13,000	\$3,000	\$10,000
2013/14 & 2014/15 OWP Admin	\$15,000	\$5,000	\$10,000
Local Transportation Commission Staff Support	\$15,000		\$15,000
Regional Transportation Plan	\$46,000		\$46,000
Transit Planning & Coordination	\$19,000	\$12,000	\$7,000
ESTA Update of Inyo-Mono Co Coord. Public Transit-Human Services Trans. Plan	\$10,000	\$5,000	\$5,000
Transportation Grant Applications	\$20,000	\$10,000	\$10,000
395 Corridor Management Plan	\$15,000	\$5,000	\$10,000
Interregional Transportation Planning	\$15,000	\$5,000	\$10,000
Mammoth Lakes Air Quality monitoring and planning	\$4,000	\$4,000	
Tioga Pass Policy	\$10,000	\$2,000	\$8,000
Regional Maintenance Agreement – Policy Creation	\$38,000	\$18,000	\$20,000
Training and Development	\$10,000	\$5,000	\$5,000
TOTALS	\$230,000	\$74,000	\$156,000

**APPENDIX B
PPM BUDGET SUMMARY**

Proposed Expenditures:

Work Element	Total	Town	County
Regional Transportation Plan	\$30,000	\$10,000	\$20,000
Regional Trails	\$10,000	\$5,000	\$5,000
Regional 395 Corridor Management Plan	\$15,250		\$15,250
Pavement Management System	\$8,000	\$4,000	\$4,000
Mammoth Lakes Main Street Transportation Facilities Implementation and Financing Plan	\$10,000	\$10,000	
Mammoth Lakes Stormwater Management Plan*	\$10,000	\$10,000	
Mammoth Lakes Draft Mobility Element Level of Service Analysis & Mitigation Identification	\$10,000	\$31,750	
Mammoth Parking District and Pricing Study			
Mammoth Lakes Sidewalk Master Plan			
Regional Project Study Reports	\$15,000	\$5,000	\$10,000
Regional Transportation Improvement Program (RTIP) updates and meeting attendance	\$10,000	\$5,000	\$5,000
Regional Purchase of Transportation Data Collection Equipment	\$10,000	\$5,000	\$5,000
Transportation Asset Management Plan	\$70,000	\$20,000	\$50,000
Training and Development	\$10,000	\$5,000	\$5,000
TOTALS	\$230,000	\$110,750	\$119,250

APPENDIX C
LIST OF PLANS WITH DATES FOR UPDATE

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town of ML	2013	5 to 10 years	2018
Airport Land Use Plans (ALUP)				
Bryant Field (Bridgeport)	Mono County			
Lee Vining Field	Mono County			
Mammoth/Yosemite Airport	Mono County			
Airport Safety Management System Plan	Town of ML	New	As necessary	2013
ESTA Short Range Transit Plan	ESTA	2014	5 years	2019
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA			
Regional Transportation Improvement Plan (RTIP)	LTC	2012	2 years	2016
Regional Transportation Plan	LTC	2008	5 years	2018

Mono County Local Transportation Commission

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commdev@mono.ca.gov

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www.monocounty.ca.gov

LTC Staff Report

February 10, 2014

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Principal Planner
SUBJECT: 2014 Regional Transportation Improvement Program (RTIP) update

RECOMMENDATIONS:

Informational

FISCAL IMPLICATIONS:

The Regional Transportation Improvement Program funds local and regional transportation projects in Mono County. Total programming of both local and regional projects in the 2014 RTIP is approximately \$13.2 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.

DISCUSSION:

Peter Bernasconi and I attended the south State Transportation Improvement Program (STIP) hearing in Los Angeles on Feb. 4, 2014. The California Transportation Commission (CTC) did not have any questions for staff related to our RTIP submittal.

Next steps in the adoption process are: CTC publishes staff recommendations on Feb. 28, 2014, and the CTC adopts the STIP on March 20, 2014.

Mono County Local Transportation Commission

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Staff Report

February 10, 2014

TO: Mono County Local Transportation Commission
FROM: Scott Burns
SUBJECT: Yosemite Policy and Other Seasonal Closure Policies

RECOMMENDATIONS:

Review Yosemite policies and other related seasonal closure excerpts of the Regional Transportation Plan (RTP), and provide any desired direction to staff.

FISCAL IMPLICATIONS:

N/A

RTP / RTIP CONSISTENCY:

N/A

DISCUSSION:

As a follow-up to last meeting's discussion, and a subsequent request from Tuesday's Mono County Board of Supervisors meeting, applicable policies from the RTP concerning seasonal road closures will be reviewed. Although the focus of the last meeting was Tioga Pass, other seasonal road closures, such as Highway 120 East, will also be considered. The RTP notes that highways impacted by seasonal closures include Routes 120, 158, 203, 270, and 89.

ATTACHMENT:

- RTP Excerpts

YOSEMITE POLICIES

GOAL

Yosemite National Park is a national and world-wide treasure that must be protected and preserved. Bordering the Park's eastern boundary, and serving as its only access point from Eastern California, Mono County is an important component of the Yosemite region. Through its transportation planning efforts, the Mono LTC will assist in the preservation and protection of the Park by strengthening the relationship between the Yosemite region and its eastern gateway.

OBJECTIVE A

Support the Park's mission to preserve the resources that contribute to Yosemite's unusual character and attractiveness: its exquisite scenic beauty; outstanding wilderness values; diverse Sierra Nevada ecosystems; historic resources, including its Native American heritage; and its role in a national conservation ethic. These resources are to be made available for enjoyment, education, and recreation while leaving them unimpaired.

Policy 1: Management of Yosemite's congestion and access should be accomplished in a way that does not adversely affect the quality of life and quality of experience in gateway communities.

Policy 2: Work cooperatively with the National Park Service to support environmental preservation within the Yosemite region.

Policy 3: Transit related infrastructure should maximize consideration for the environment.

OBJECTIVE B

Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 1: In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that compliment the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

Policy 2: Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.

Policy 3: High priority should be given to developing a parking facility in the Crane Flat/ Highway 120 junction area.

Policy 4: Maintenance and improvement projects on Highway 120 should focus on accommodating alternative transportation modes.

Policy 5: Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on Highway 120 both within and outside the Park.

Policy 6: Encourage the development of a transit connection between the east side and Tuolumne Meadows.

Policy 7: YARTS should be designed to accommodate bicyclists and bikes.

OBJECTIVE C

Encourage diversity in visitor destinations and experiences.

- Policy 1: The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:
- a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra.
 - b. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
 - c. Promoting YARTS marketing efforts to include information about gateway attractions.
- Policy 2: Plan for and promote the concept that the Yosemite experience begins in the gateway communities. Marketing the Yosemite experience should be a countywide effort.
- Policy 3: Provide facilities that support a diversity of visitors.

OBJECTIVE D

Provide for safe and consistent access between Yosemite National Park and its eastern gateway.

- Policy 1: To facilitate visitor travel planning and provide some certainty for local gateway economies, the LTC should work with Yosemite National Park to guarantee opening and closing dates for Tioga Road (Highway 120 West).
- Policy 2: Promote opening the areas along Highway 120 to Tuolumne Meadows as soon as conditions are safe. Provide sewage system alternatives to facilitate this policy.
- Policy 3: Consider using pricing mechanisms as a means to fund Tioga Road opening activities.
- Policy 4: Accurate and timely information about conditions in the Park should be available in the gateway communities.
- Policy 5: Maintenance and improvement projects on Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas.

OBJECTIVE E

Develop transportation infrastructure that supports access to and within the gateway communities.

- Policy 1: Highway 120 should remain a trans-Sierra highway open to through traffic.
- Policy 2: Support improvements to key access routes to Mono County and the eastern gateway corridors.
- Policy 3: Resource management decisions in the Park (e.g. changes in allowable land uses, access, and overnight accommodations) should consider associated impacts to gateway communities and access corridors.

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LTC Staff Report

February 10, 2014

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Financial Analyst

SUBJECT: Receive LTC audit report ending June 30, 2013

RECOMMENDATIONS:

Accept Receive LTC audit report ending June 30, 2013

FISCAL IMPLICATIONS:

None at this time.

ENVIRONMENTAL COMPLIANCE:

N/A

DISCUSSION:

As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, Fechter and Company performed tests of its compliance with certain provisions of laws as well as tests to determine that allocations made and expenditures paid were done so in accordance with allocation instructions of the commission and in conformance with California Transportation Development Act. Specifically, tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County Local Transportation Commission were performed.



**REPORT ON COMPLIANCE OVER FINANCIAL REPORTING BASED ON AN AUDIT OF
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH THE STATUTES,
RULES, AND REGULATIONS OF THE CALIFORNIA TRANSPORTATION
DEVELOPMENT ACT AND THE ALLOCATION INSTRUCTIONS AND RESOLUTIONS
OF THE TRANSPORTATION COMMISSION**

Mono County Local Transportation Commission
Mammoth Lakes, California

We have audited the financial statements of the Mono County Local Transportation Commission as of and for the year ended June 30, 2013 and have issued our report thereon dated December 15, 2013. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Additionally, we performed tests to determine that allocations made and expenditures paid by the Mono County Local Transportation Commission were made in accordance with the allocation instructions and resolutions of the Commission and in conformance with the California Transportation Development Act. Specifically, we performed each of the specific tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County Local Transportation Commission.

In connection with our audit, nothing came to our attention that caused us to believe the Mono County Local Transportation Commission failed to comply with the Statutes, Rules, and Regulations of the California Transportation Development Act and the allocation instructions and resolutions of the Local Transportation Commission. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. We noted certain matters over compliance that we reported to management separately on page 33 of this report.

Mono County Local Transportation Commission
Mammoth Lakes, California

This report is intended solely for the information and use of the County of Mono, the Mono County Local Transportation Commission, management, the California Department of Transportation, and the State Controller's Office and is not intended to be and should not be used by anyone other than these specified parties.

Fechter & Company, CPAs

A handwritten signature in black ink that reads "Fechter & Company, CPAs". The signature is written in a cursive, flowing style.

December 15, 2013
Sacramento, CA



LETTER TO MANAGEMENT

Mono County Local Transportation Commission
Mammoth Lakes, California

In planning and performing our audit of the basic financial statements of the Mono County Local Transportation Commission for the year ended June 30, 2013, we considered its internal control structure in order to determine our auditing procedures for the purpose of expressing an opinion on the basic financial statements and not to provide assurance on the internal control structure. We also performed selected tests of compliance with certain provisions of laws, regulations, contracts and grant agreements.

Our consideration of the internal control would not necessarily disclose all matters in the internal control that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. However, we noted no matters involving the internal control and its operation that we consider to be material weaknesses as defined above.

We appreciate the cooperation of the management of the Mono County Local Transportation Commission and look forward to working with the Commission in the future.

Fechter & Company, CPAs


December 15, 2013
Sacramento, CA

STAFF REPORT

Subject: Final FY 2012/13 Operating cost by route

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

BACKGROUND

The Triennial Performance audit of the Eastern Sierra Transit Authority that was completed in October of 2011 included a recommendation that operating costs be determined on a route level. A preliminary analysis of the cost by route was presented to the Local Transportation Commission in September of 2013.

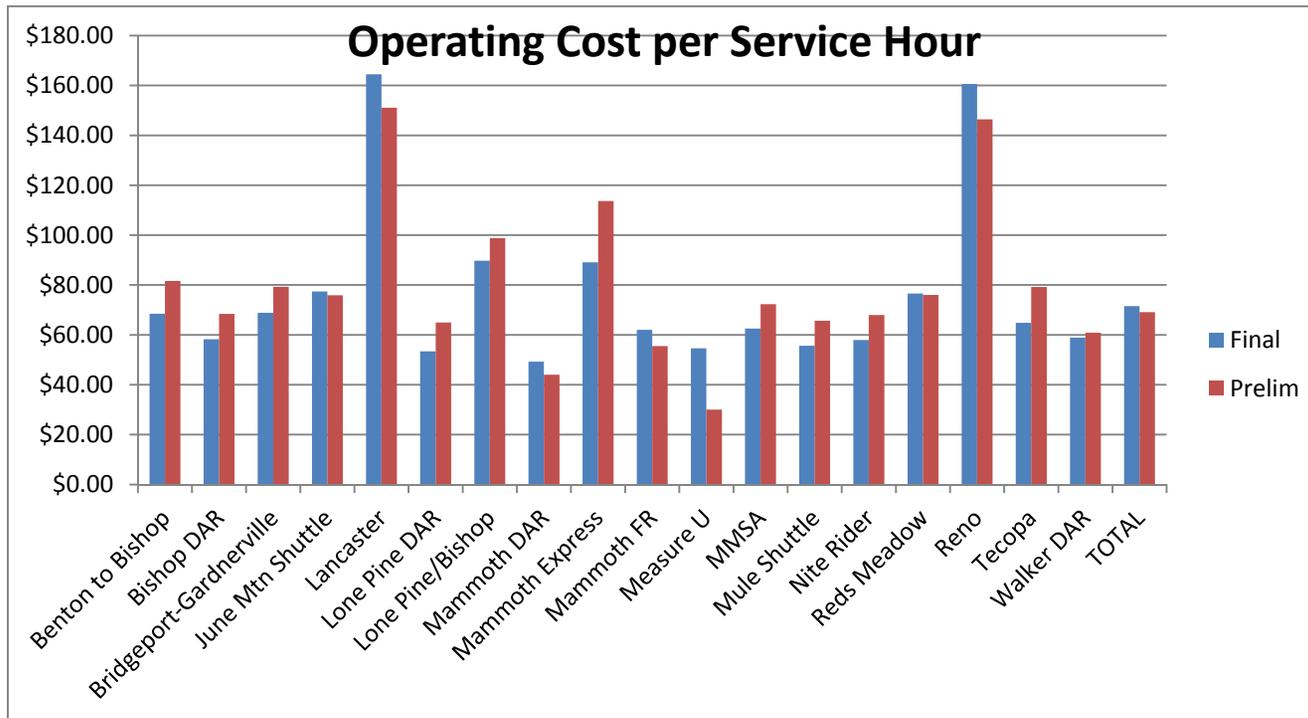
ANALYSIS

The final version of the cost-by-route analysis of ESTA's services has recently been completed as the final financial numbers for FY 2012-13 have been wrapped up. The cost-by-route analysis includes the following operating cost categories:

Expense Category	Methodology
Vehicle Maintenance	Average maintenance cost per mile based on the vehicle type, multiplied times miles per hour for the route (total miles divided by service hours)
Fuel	Average miles per gallon based upon the vehicle type, multiplied times the miles per hour for the route
Administrative Compensation	Total salaries and benefits for management and administrative personnel assigned on a pre-determined basis to ESTA's budget units, divided by the service hours for each route.
Operating Salaries & Benefits	Total salaries and benefits for each of the budget units minus administrative compensation, divided by service hours for each route.
Other Operating Expenses	All other operating expenses assigned to each of the budget units divided by the service hours for the budget unit
Note: Average costs per hour for expenses other than fuel and maintenance are applied to specific routes based on the percentage allocation to each budget unit of the individual routes.	

The table below details all of the category operating costs and the total operating costs per service hour for each of the routes.

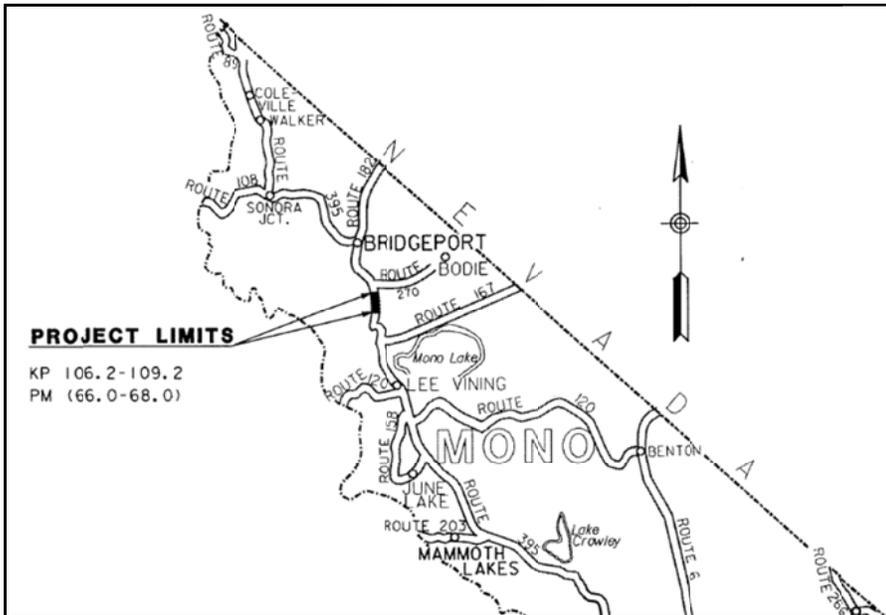
ROUTE	Service Hours	Miles	MPH	Vehicle Type	Maint. \$/mi.	Maint \$/Svc Hr	MPG	Fuel \$/mi	Fuel \$/Svc Hr @ (\$3.81/gal)	Admin Comp.	Admin Comp /Svc Hr	Operating Salaries & Benefits	Operating Salaries & Benefits /Svc Hr	Other Operating Expenses	Other Operating Expenses /Svc Hr	Total Operating Cost	Total Operating Cost /Svc Hr
Benton to Bishop	297	9,733	32.8	Cutaway	\$0.08	\$2.47	13.6	0.280	\$9.18	2,955	\$9.95	11,005	\$37.05	2,914	9.81	\$20,334	\$68.47
Bishop DAR	9,708	151,178	15.6	Cutaway	\$0.22	\$3.49	9.4	0.403	\$6.28	77,606	\$7.99	332,078	\$34.21	61,160	6.3	\$565,734	\$58.28
June Mtn Shuttle	226	7,474	33.1	Type E	\$0.35	\$11.59	7.9	0.480	\$15.87	1,887	\$8.35	7,411	\$32.79	1,991	8.81	\$17,494	\$77.41
Lancaster	1,347	63,436	47.1	Type E/ Hvy Duty	\$0.26	\$12.20	6.6	0.574	\$27.03	49,502	\$36.75	93,074	\$69.10	26,132	19.4	\$221,550	\$164.48
Lone Pine DAR	1,733	18,241	10.5	Cutaway	\$0.23	\$2.38	10.7	0.357	\$3.76	13,552	\$7.82	57,287	\$33.06	11,039	6.37	\$92,525	\$53.39
Lone Pine/Bishop	1,901	88,676	46.6	Type E	\$0.24	\$11.32	8.3	0.458	\$21.36	22,850	\$12.02	73,783	\$38.81	11,805	6.21	\$170,570	\$89.73
Mammoth DAR	3,152	19,922	6.3	Cutaway	\$0.50	\$3.15	7.9	0.480	\$3.03	21,276	\$6.75	89,931	\$28.53	24,617	7.81	\$155,304	\$49.27
Mammoth Express	997	49,674	49.8	Type E	\$0.20	\$10.06	8.3	0.459	\$22.87	11,984	\$12.02	37,807	\$37.92	6,191	6.21	\$88,813	\$89.08
Mammoth FR	14,814	219,883	14.8	Cutaway/Trolley	\$0.64	\$9.41	5.9	0.644	\$9.56	99,995	\$6.75	422,665	\$28.53	115,697	7.81	\$919,310	\$62.06
Measure U	199	1,788	9	Trolley	\$0.64	\$5.72	5.9	0.644	\$5.79	1,343	\$6.75	5,678	\$28.53	1,554	7.81	\$10,866	\$54.60
MMSA	12,843	207,771	16.2	Hvy Duty	\$0.32	\$5.25	5.3	0.713	\$11.53	72,306	\$5.63	326,632	\$25.43	188,407	14.67	\$802,835	\$62.51
Mule Shuttle	56	661	11.8	Cutaway	\$0.22	\$2.64	9.6	0.397	\$4.69	446	\$7.97	1,905	\$34.01	354	6.32	\$3,115	\$55.63
Nite Rider	739	11,161	15.1	Cutaway	\$0.22	\$3.38	9.4	0.403	\$6.09	5,908	\$7.99	25,279	\$34.21	4,656	6.3	\$42,842	\$57.97
Reds Meadow	4,858	66,403	13.7	Hvy Duty	\$0.21	\$2.88	4.8	0.800	\$10.94	63,737	\$13.12	122,938	\$25.31	118,098	24.31	\$371,896	\$76.55
Reno	2,040	86,526	42.4	Type E/ Hvy Duty	\$0.26	\$10.98	6.6	0.574	\$24.35	74,970	\$36.75	140,959	\$69.10	39,576	19.4	\$327,581	\$160.58
Tecopa	112	3,369	30.1	Cutaway	\$0.23	\$6.83	10.7	0.357	\$10.74	876	\$7.82	3,702	\$33.06	713	6.37	\$7,260	\$64.82
Walker DAR	1,373	9,274	6.8	Minivan	\$0.07	\$0.44	15.9	0.240	\$1.62	13,661	\$9.95	50,874	\$37.05	13,469	9.81	\$80,836	\$58.88
Bridgeport-Gardnerville	344	10250	29.8	Cutaway	\$0.09	\$2.53	11.9	0.320	\$9.53	3,423	\$9.95	12,746	\$37.05	3,375	9.81	\$23,693	\$68.88



FAREBOX RECOVERY RATIO ANALYSIS

The costs for each of the specific routes can be used to more accurately determine the percentage of overall operating costs funded with passenger fares (farebox recovery ratio) for those routes that charge a fare. The farebox recovery ratio for each of the routes using the final cost-by-route numbers is detailed below.

Route	Total Operating Cost	Total Operating Cost /Svc Hour	Fares	Farebox Recovery Ratio	Comment	
Benton to Bishop	\$20,334	\$68.47	\$2,292	11.3%	FY11/12 fare revenue was \$4.1k = 16.9%	
Bishop DAR	\$565,734	\$58.28	\$99,198	17.5%		
June Mtn. Shuttle	\$17,494	\$77.41	\$19,425	111.0%		
Lancaster	\$221,550	\$164.48	\$57,178	25.8%		
Lone Pine DAR	\$92,525	\$53.39	\$12,831	13.9%		
Lone Pine/Bishop	\$170,570	\$89.73	\$38,414	22.5%		
Mammoth DAR	\$155,304	\$49.27	\$16,438	10.6%		
Mammoth Express	\$88,813	\$89.08	\$27,979	31.5%		
Mule Shuttle	\$3,115	\$55.63	\$390	12.5%		
Nite Rider	\$42,842	\$57.97	\$11,430	26.7%		
Reds Meadow	\$371,896	\$76.55	\$402,449	108.2%		Extraordinarily low maintenance costs (new fleet) and unemployment (claims haven't aged)
Reno	\$327,581	\$160.58	\$82,225	25.1%		
Tecopa	\$7,260	\$64.82	\$582	8.0%		
Walker DAR	\$80,836	\$58.88	\$3,841	4.8%		
Bridgeport-Gardnerville	\$23,693	\$68.88	\$5,576	23.5%		
TOTAL	\$2,189,547		\$780,249	35.6%		



Project Proposal Overview

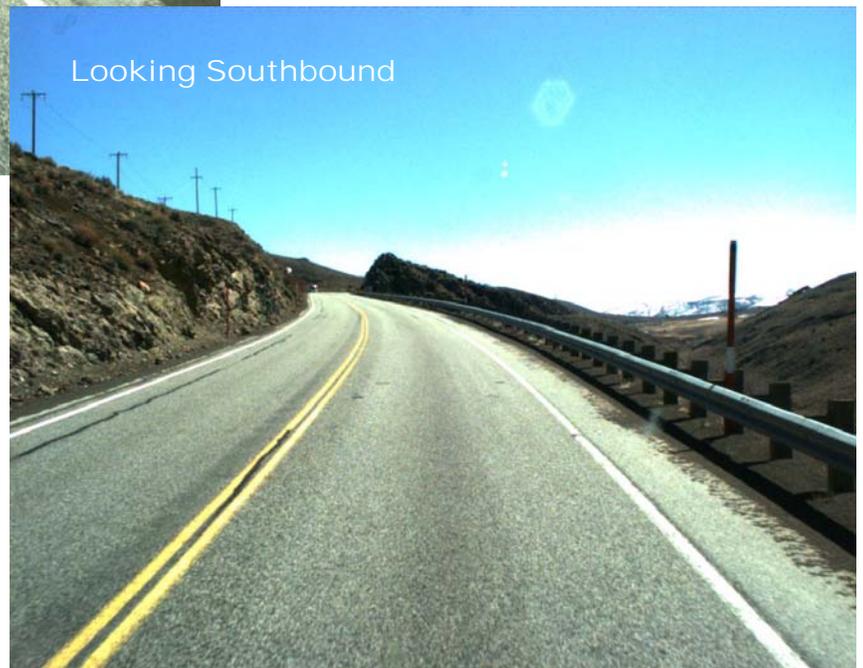
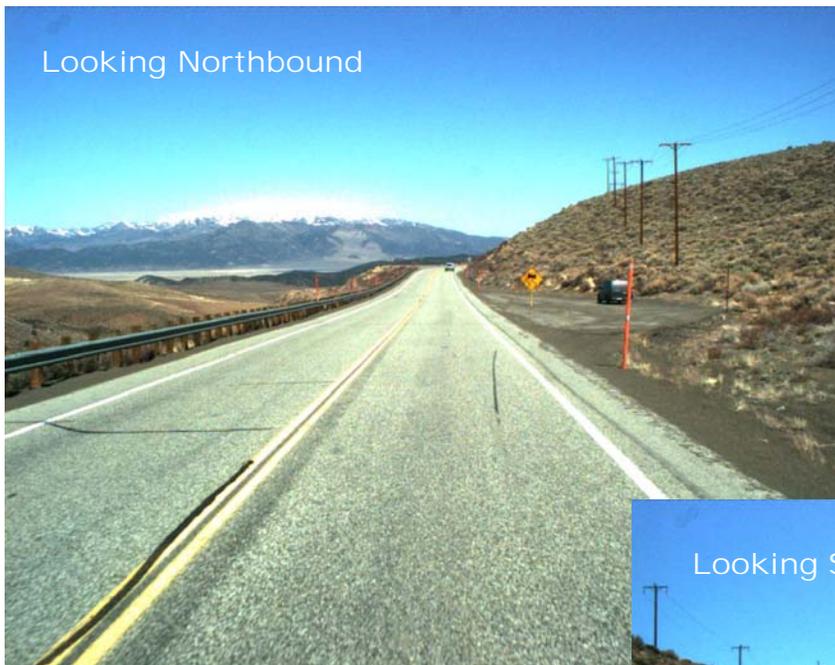
Caltrans District 9 initiated this project to address the need for standard shoulders, providing pullout refuge, and improving rock-fall issues at rocky cut slopes. An additional goal of this project is to address southbound queuing from slow moving vehicles. This mountainous two lane segment of US 395 was constructed in 1971 and doesn't have standard shoulder widths or adequate clear recovery zones were needed.

Alternatives Explored

- *Alternative 1: No Build.*
- *Alternative 2: Widen shoulders to eight feet and provide one northbound side pullout and three southbound side pullouts. This alternative would also provide an additional unpaved shoulder area for rock catchment. Steep southbound embankments would require retaining walls (with aesthetic treatment) varying in height from 7-32 feet. Cost is estimated at \$6,168,000.*
- *Alternative 3: Widen asymmetrically on the west side to provide eight foot shoulders and a paved pullout area at one northbound location. A 12 foot rock catchment area would also be provided at the steep, rocky cut sections. This alternative requires cutting and laying back uphill slopes and using the materials for fill on the downhill slopes with some retaining walls in order to avoid relocation of the power lines. Cost is estimated at \$8,420,000.*
- *Alternative 4: Widen asymmetrically on the east side to provide eight foot shoulders and three southbound side pullouts. This alternative would also*

provide an additional unpaved shoulder area for rock catchment. This alternative would require deep cuts into rocky slopes and relocation of power lines. 7-32 foot retaining walls would be constructed at the steep cut slopes greater than 1:3. Cost is estimated at **\$11,625,000**.

- **Alternative 5:** Widen asymmetrically to the east and provide a southbound truck climbing lane, as well as eight foot shoulders. A 12 foot rock catchment area would be provided at the steep. Rocky cut sections as well. This alternative would involve even deeper cuts into the rocky slopes than alternative 4 and retaining walls between 7 and 32 feet. This alternative would provide a continuous truck climbing lane between the 4-lane sections from State Route 270 to the top of Conway Summit. Relocation of utility lines would also be required. Cost is estimated at **\$14,250,000**.



Mono County Local Transportation Commission

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

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

January 16, 2014

Tom Hallenbeck
Caltrans
500 S. Main St.
Bishop, CA 93514

Superintendent Don Neubacher
Yosemite National Park
PO Box 577
Yosemite, CA 95389

Gentlemen:

At its meeting this week, the Mono County Local Transportation Commission considered the status of state highways under winter closure that, due to low snow conditions, could be opened to provide access to Mono County and its recreational nodes, natural features and economically struggling communities. The Commission, which includes elected officials of Mono County and the Town of Mammoth Lakes, expressed appreciation for the recent opening of Highway 158 (the June Lake Loop), but discussed concern with the status of Highway 120 and Tioga Pass. It was noted that two winters back, due to the efforts of Yosemite National Park and Caltrans, Tioga Pass and Highway 120 remained open during the similar low-snow periods, providing an economic stimulus to communities such as Lee Vining, June Lake, Bridgeport and Mammoth Lakes. It was also noted that the Regional Transportation Plan contains policies promoting the route's opening.

Given the devastating impacts the lack of snow is having on the Eastern Sierra economy, any assistance that Caltrans and the National Park Service could provide in opening Highway 120 and the Tioga Road would be greatly appreciated. The policy of the Mono LTC, as contained in its Regional Transportation Plan, is to "promote opening the areas along Highway 120 to Tuolumne Meadows as soon as conditions are safe."

Thank you for considering this position of the Mono LTC and providing resources for the timely reopening of this important regional route.

Respectfully,



Scott Burns
Executive Director

cc: Mono LTC
Mono County Board of Supervisors
Town of Mammoth Lakes
Mono Basin Regional Planning Advisory Committee

From: Lisa Cutting <lisa@monolake.org>
Date: January 20, 2014 at 11:23:39 AM PST
To: Heather deBethizy <hdebethizy@mono.ca.gov>, Wendy Sugimura <wsugimura@mono.ca.gov>
Cc: Scott Burns <sburns@mono.ca.gov>
Subject: FW: EV charging station for Tesla for Bird Fair on June 21,22

Hi there,

Just thought I would double check on this inquiry. See below.

Thanks,
Lisa

Lisa Cutting, Eastern Sierra Policy Director
Mono Lake Committee
(760) 647-6595 / (760) 647-6386 x 142
Hwy 395 at Third Street, P.O. Box 29, Lee Vining, CA 93541

*Saving Mono Lake for future generations through protection, restoration, education, and science.
Long Live Mono Lake!*

From: Rose Catron
Sent: Monday, January 20, 2014 11:12 AM
To: Doug Cheeseman
Cc: Lisa Cutting
Subject: RE: EV charging station for Tesla for Bird Fair on June 21,22

Doug,

As far as I know, there is not an EV charging station in Lee Vining or in the area, though I hope we can have one in the future! Thanks so much for your inquiry and we are looking forward to seeing you at the Chautauqua.

Rose

From: Doug Cheeseman [<mailto:doug@cheesemans.com>]
Sent: Saturday, January 18, 2014 8:14 AM
To: info@leevining.com
Subject: EV charging station for Tesla for Bird Fair on June 21,22

Dear Sir or Madam,

Do you have any EV charging stations in Lee Vining? i have a model S Tesla and want to come with it to the bird fair on June 21- 23. I will stay in a motel and perhaps I can use 110V there but is there a higher charging station i can use in the town?

Look forward to hearing from you. Cheers and good health, DOUG Cheeseman

www.cheesemans.com

Doug Cheeseman
Cheesemans' Ecology Safaris
doug@cheesemans.com
(408) 741-5330
(800) 527-5330
20800 Kittridge Road
Saratoga, CA 95070 USA



LTC / M / P

Oversight Committee

Keith Cooke
City of San Leandro

Jim Biery
City of Buena Park

Charles Herbertson
City of Culver City

Larry Patterson
City of San Mateo

Pat DeChellis
Los Angeles County

Greg Kelly
Los Angeles County

Steve Kowalwski
Contra Costa County

Peter Rei
Mariposa County

Doug Failing
LA Metro

Theresa Romell
MTC

William Ridder
San Joaquin COG

Mike Woodman
Nevada County Trans. Comm.

Kiana Buss
CSAC

Meghan McKelvey
League of California Cities

Merrin Gerety
CEAC

January 17, 2014

Scott Burns, Executive Director
Mono County Local Transp. Commission
P.O. Box 347
Mammoth Lakes, CA 93546-0347

SUBJECT: 2014 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT

Dear Scott Burns,

As you may know, the Fiscal Year 2012-13 Statewide Needs Assessment Report identified a funding shortfall of over \$80 billion for local streets and roads pavement and non-pavement needs. The report assisted the California State Association of Counties (CSAC) and the League of California Cities (League) staff to advocate against, and avoid what could have been devastating cuts to local transportation funding, over several state budget cycles (a copy of the final report is available at www.SaveCaliforniaStreets.org).

Transportation funding for cities and counties is continually at risk in budget discussions between the Governor and State Legislature. We need to be vigilant and continue to make it clear to the Governor and State Legislators of the critical funding shortfall for Cities and Counties, and that there are detrimental consequences to deferring or reducing transportation funds.

As in the past, this project is being funded through contributions from stakeholders. Regional Transportation Planning Agencies (RTPAs) have been asked to sponsor fifty percent of the cost, with cities and counties sharing equally in the remaining cost. It is essential that each agency contribute toward this study in order to demonstrate how critical this issue is to sustaining our state's transportation infrastructure.

An ongoing effort is needed to update the local streets and roads needs on a regular, consistent basis, much like the State does in preparing the State Highway Operation and Protection Program (SHOPP). Nichols Consulting Engineers (NCE) will assist us in performing the 2014 update of the Statewide Needs Assessment.

As our first step, letters have been sent to all cities and counties, addressed to the Public Works Directors, City/County Engineers, pavement engineers, as well as the Finance Directors for help in filling out the survey.

We would like to get your assistance in encouraging your member jurisdictions to respond to this survey. Please ask them to fill out the online survey at www.SaveCaliforniaStreets.org. We have included the survey instructions for filling out the survey at the end of this letter for

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JAN 23 2014
MONO COUNTY
Community Development

your information. Also enclosed is a list of agencies who did not respond to the 2012 survey in case you need more specific information on your jurisdictions.

Specific information we are collecting in the survey to help determine the statewide needs include:

- Agency's contact information for both the technical as well as funding/financial projections.
- Technical data on pavements, safety, regulatory, and traffic needs (usually available from a pavement management plan).
- Revenue/expenditure projections.

Our intent is to involve your organization/agency in the collection of this data every two years. We believe that to be successful in communicating the needs of local streets and roads in California, we need to have your active involvement.

Our target date to obtain this data from the local agencies is no later than March 31st, 2014. Whatever assistance you provide in helping us meet that date would greatly be appreciated. Should you have any questions, please do not hesitate to contact me at (510) 817-5772 or tromell@mtc.ca.gov, or Ms. Margot Yapp from NCE at (510) 215-3620 or at myapp@ncenet.com.

We appreciate your help in providing this information.

Very truly yours,



Theresa Romell
Senior Planner
Project Manager of Statewide Needs Assessment
Metropolitan Transportation Commission



Scott McGolpin, President
County Engineers Association of California
Director of Public Works
County of Santa Barbara



Keith Cooke, President
Public Works Officers Department
League of California Cities
Principal Engineer
City of San Leandro

Enclosures: Fact Sheet
Instructions for Online Survey
List of Agencies Who Did Not Respond to 2012 Survey

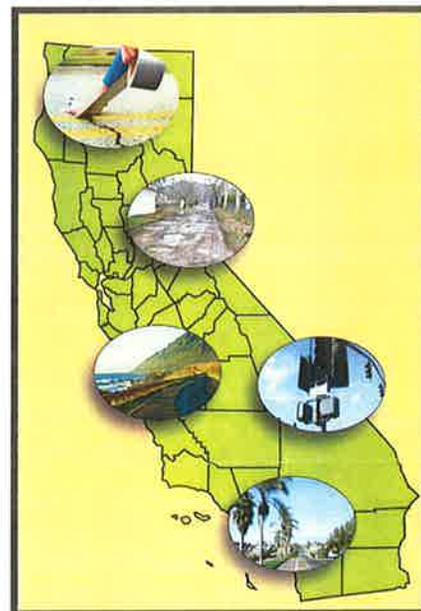


Why are we updating the 2012 study?

Transportation funding for Cities and Counties continue to be at risk.

The 2012 statewide needs study identified a funding shortfall of over \$80 billion for local streets and roads (the final report is available on the www.SaveCaliforniaStreets.org website).

This update will help us once again with our efforts not just to protect our transportation funds, but to advocate for *increased* funding for local street and road maintenance. In addition, it will help inform decision makers in the discussion for the reauthorization of the new federal transportation bill when MAP-21 expires in September 2014.



Why is this update important?

Performing a needs assessment biennially is important to provide updated information to maintain and obtain transportation funding, similar to what Caltrans does. Hopefully, the information from this study will embed into the decision makers minds the importance of maintaining sufficient transportation funding for local streets and roads. Additionally, we need to make it clear what the detrimental consequences are for deferring or reducing local street and road funds. This study is the only comprehensive and systematic statewide approach to quantify local streets and roads needs.

How can Cities and Counties help?

Your help in 2012 made a difference, and we need your input again!

Please go to www.SaveCaliforniaStreets.org and login to our online survey to provide updates in the following categories:

- Contact Person from your Agency
- Pavement condition data
- Safety, traffic, and regulatory data
- Funding/expenditure projections

We are anxious to begin the study so please provide us with the contact person who is responsible for both the technical and funding information in your agency. We will be in touch with them soon to obtain this information. The deadline for responding to this survey is March 31st, 2014.



Who is sponsoring this project?

Many cities and counties contributed funding to this study. The agencies listed below have accepted the leadership responsibility for completing this study on behalf of the cities and counties in California.

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- County of Los Angeles
- California Regional Transportation Planning Agencies (RTPA)
- Metropolitan Transportation Commission (MTC)
- California Rural Counties Task Force (RCTF)

The Oversight Committee is composed of representatives from each organization, with the Metropolitan Transportation Commission acting as the Project Manager. NCE is the consultant who will be performing the update. Oversight Committee members include:

Keith Cooke, City of San Leandro
Jim Biery, City of Buena Park
Charles Herbertson, City of Culver City
Larry Patterson, City of San Mateo
Pat DeChellis, Los Angeles County
Greg Kelly, Los Angeles County
Steve Kowalweski, Contra Costa County
Peter Rei, Mariposa County

Doug Failing, LA Metro
Theresa Romell, MTC
William Ridder, San Joaquin COG
Mike Woodman, Nevada County Trans.
Comm.
Kiana Buss, CSAC
Meghan McKelvey, League of California Cities
Merrin Gerety, CEAC

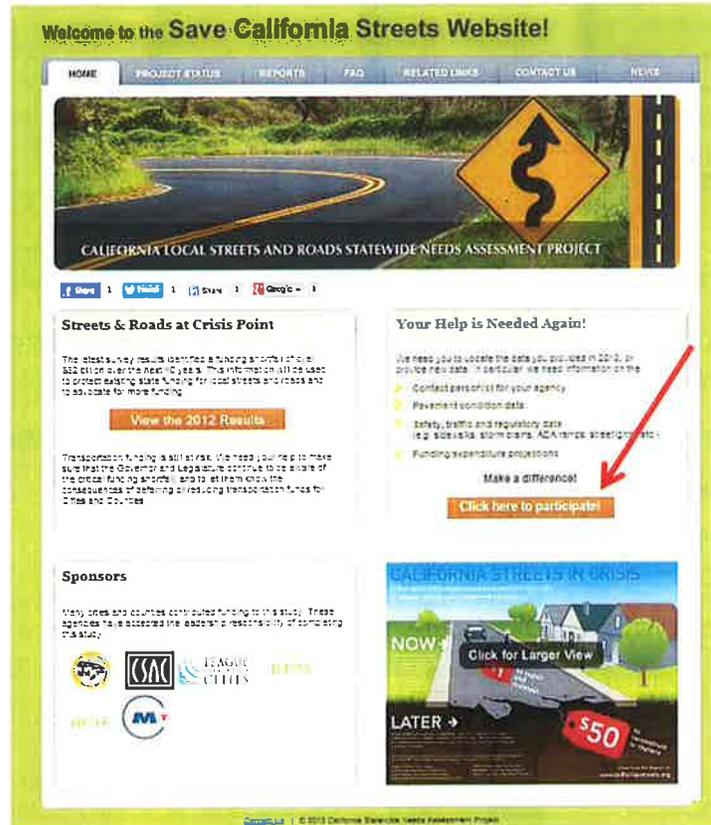
Who should I contact for more information?

Margot Yapp, Vice President
NCE
501 Canal Blvd, Suite I
Pt. Richmond, CA 94804
(510) 215-3620

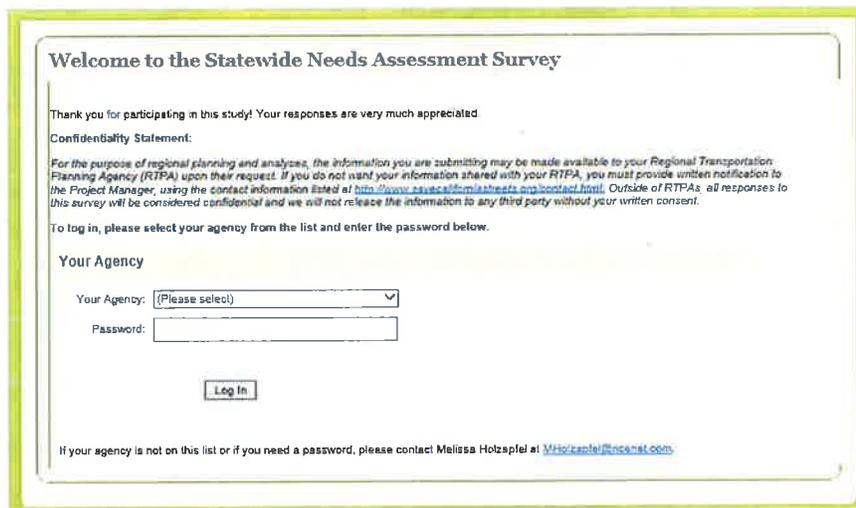
Theresa Romell, Senior Planner
Project Manager
Metropolitan Transportation Commission
(510) 817-5772

Instructions for Online Survey

Step 1. Go to <http://www.savecaliforniastreet.org>. Click on the button that says “Click here to participate”.

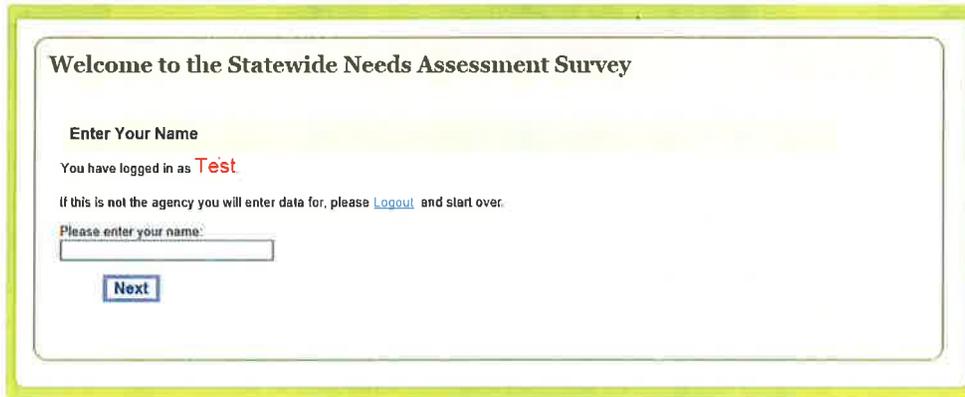


Step 2. On the login page, select the name of your agency from the dropdown list. If you responded to the 2012 or earlier surveys, the information you entered at that time will be shown so that you can update it. You will need your agency’s login and password which was mailed to you. If you do not have this information, please contact Melissa Holzzapfel at (510) 215-3620 or at mholzzapfel@ncenet.com.



Richmond, CA
501 Canal Blvd., Suite 1
Richmond, CA 94804
(510) 215-3620

Step 3. Enter your name, then click “Next” to the main survey page.



Welcome to the Statewide Needs Assessment Survey

Enter Your Name

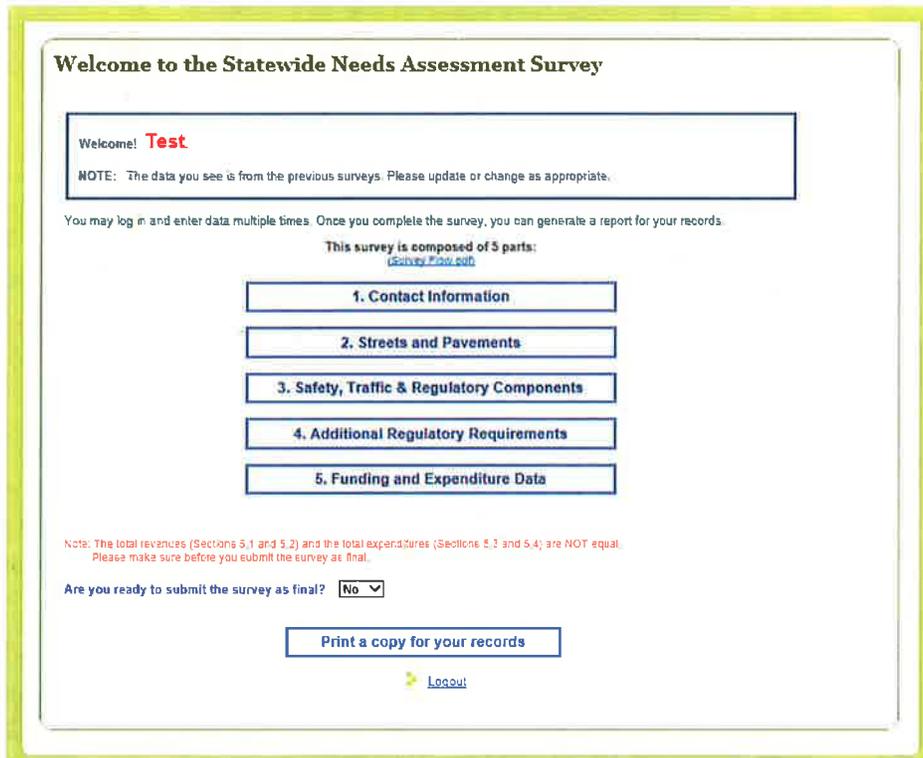
You have logged in as **Test**.

If this is not the agency you will enter data for, please [Logout](#) and start over.

Please enter your name:

Next

Step 4. There are five (5) parts in this survey (see image below). Click on each button to enter the relevant information.



Welcome to the Statewide Needs Assessment Survey

Welcome! **Test**

NOTE: The data you see is from the previous surveys. Please update or change as appropriate.

You may log in and enter data multiple times. Once you complete the survey, you can generate a report for your records.

This survey is composed of 5 parts:
[Click here to view parts](#)

1. Contact Information

2. Streets and Pavements

3. Safety, Traffic & Regulatory Components

4. Additional Regulatory Requirements

5. Funding and Expenditure Data

Note: The total revenues (Sections 5.1 and 5.2) and the total expenditures (Sections 5.3 and 5.4) are NOT equal. Please make sure before you submit the survey as final.

Are you ready to submit the survey as final? **No** ▾

Print a copy for your records

[Logout](#)

Step 5. Once data entry is complete, you can view and print your entry by clicking on the “Print a copy for your records” button. If there are no more changes, select “Yes” on the “Are you ready to submit the survey as final?” question.

Step 6. Click on “Logout” button when done.

THANK YOU FOR YOUR PARTICIPATION!

Richmond, CA
 501 Canal Blvd., Suite 1
 Richmond, CA 94804
 (510) 215-3620