

Mono County Local Transportation Commission

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AGENDA

March 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. **MINUTES:** Approve minutes of February 10, 2014 – **p. 1**
4. **ACTION ITEM:**
 - A. Adopt Resolution R14-02 approving FTA Section 5311 Regional Program of Projects and Certifications and Assurances (*Jill Batchelder*) – **p. 4**
 - B. Adopt Resolution R14-03 approving FTA Section 5311(f) Intercity Bus Program Continued funding for operating assistance for the 395 Inter-Regional Bus Route certifications and assurances (*Jill Batchelder*) – **p. 7**
 - C. Appoint Social Services Transportation Advisory Council (SSTAC) (*Wendy Sugimura*) – **p. 10**
5. **COMMISSIONER REPORTS**
6. **ADMINISTRATION**
 - A. Review of California Transportation Commission (CTC) staff recommendations and technical changes to programming for the State Transportation Improvement Program (STIP) & provide any desired direction to staff (*Gerry Le Francois*) – **p. 13**
 - B. Accept LTC revisions to 2014-15 Overall Work Program (OWP) & provide any desired direction to staff (*Megan Mahaffey*) – **p. 16**
 - C. Review of Local Transportation Fund (LTF) status and auditor's estimate, and State Transit Assistance (STA) estimate & provide any desired direction to staff (*Megan Mahaffey*) – **p. 61**
7. **LOCAL TRANSPORTATION**
 - A. Review of June Lake community entry signs planning effort & provide any desired direction to staff (*Alice Suszynski*) – **p. 63**
 - B. Receive National Park Service report on Tioga Road project & provide any desired direction to staff (*Jeff Walters*) – **p. 64**
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS) update

More on back...

9. **CALTRANS**

- A. Provide Conway four-lane overview – **p. 66**
- B. Origin & Destination Survey (*available at meeting*)
- C. Report activities in Mono County & provide pertinent statewide information

10. **INFORMATIONAL**

- A. Rock Creek Road reconstruction – **p. 68**
- B. Two articles on gas tax and reauthorization of MAP-21 – **p. 70**

11. **UPCOMING AGENDA ITEMS:** Review of draft Regional Transportation Plan (RTP) including Yosemite policy and zero-emission vehicle charging and fueling infrastructure policy

12. **ADJOURN** to April 14, 2014

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

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

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DRAFT MINUTES

February 10, 2014

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump
TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman
COUNTY STAFF: Scott Burns, Gerry Le Francois, Jeff Walters (videoconference), Garrett Higerd, Megan Mahaffey, C.D. Ritter
TOWN STAFF: Peter Bernasconi, Jamie Robertson
CALTRANS: Forest Becket, Ryan Dermody, Tom Hallenbeck
ESTA: Jill Batchelder, John Helm
PUBLIC: Leisha Baldwin, Alice Suszynski, Dorothy Burdette, Chris Lizza

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:** Alice Suszynski presented a letter on a US 395 gateway monument for June Lake, touting strong community support. Caltrans staff could not place it as requested because 395 is not contiguous to the community. But, on SR 158, it would not be seen. She noted that June Lake is not a town with a boundary. She requested an LTC support letter to Caltrans. On future agenda? Yes, hear other views.

3. **ELECTION OF OFFICERS:** Commissioner Bacon was nominated Chair (*Ayes: 6-0.*) Outgoing Chair Johnston turned over gavel. Commissioner Stump was nominated Vice-Chair (*Ayes: 6-0.*)

4. **MINUTES:**

MOTION: Approve minutes of January 13, 2014, as amended: 1) 8A, third-to-last graph: ***Caltrans employees are empowered to make decisions;*** and 2) 8B, line 3: Remove numeral 7 within a word. (Hogan/Fesko. *Ayes: 6-0.*)

5. **ACTION ITEM:**

A. Midyear budget adjustment to current Overall Work Program (OWP): Megan Mahaffey and staff reevaluated projects, moved funding to those ready to complete. Done in collaboration with Town staff. Mono needed to fund RTP. Scott Burns added RTP also.

MOTION: Approve Minute Order M14-02 adopting midyear budget adjustment to current Overall Work Program (Johnston/ Bacon. *Ayes: 5-0.* Lehman had stepped out.)

6. **COMMISSIONER REPORTS:** Johnston: Attended California Transportation Commission meeting, presented letter on frogs/toads, good scientific backup. Lots of Westside entities attended.

7. **ADMINISTRATION**

A. 2014-15 Overall Work Program (OWP): Megan Mahaffey referred to draft OWP in packet, and will bring back in March, requesting LTC revisions. Any significant changes?

Reword Work Element 900-13-0: "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 ***partial or complete*** closure and other ***passes, including SR 120E.***"

Fesko: Opening Tioga up to park boundary would allow recreation. Johnston: Not everyone wants it open all the way, but positive things happened when it was open into January a couple years ago. Based on weather, NPS has ability to open, but need policy to help define when road should be open. Hogan: For two years Eastside could have had recreation. Need written policy with criteria.

Johnston: Strategic list of projects is somehow connected. *Presented unconstrained project list. Call out priority projects.* Johnston wanted outcomes.

Bacon: No rating method. Get first go-around and then bring it back for selection. *All projects are incorporated into RTP, but need priorities.* Johnston: Don't close door if it's not high priority. Bacon: Priorities were identified, but need another round on realistic options, not all. Would staff provide estimate on size and funding sources for tier 1 projects? Johnston: Make sure to integrate into OWP.

B. Report on California Transportation Commission (CTC) State Transportation Improvement Program (STIP) hearing: Gerry Le Francois, Peter Bernasconi, and Caltrans went to Los Angeles. No questions addressed to them, but it was important to go. CTC's recommendations consistent with LTC's, higher STIP reserve for future projects. Olancho-Cartago still in mix? Yes. Tom Hallenbeck noted CTC is supporting only three projects in state. Partnerships were identified; other counties encouraged to do likewise. Inyo was asking way over its shares, needed help from Kern and Mono. Centennial project has three miles funded. CTC could skip and take on Olancho-Cartago. CTC congratulated Mono/Inyo's success. Johnston congratulated LTC for keeping partnerships going. Hallenbeck noted fatalities have been eliminated by 75%.

Freeman Gulch project was split into three pieces. Funding for first is ready, last construction 2020. Kern County asked for shares. Is SR 58W new? Hallenbeck: Yes, with federal and local sales tax. Build and then adopt into state highway system. First two-mile segment was built already. Tension exists, but no effect on Kern paying back its shares;

C. Regional Transportation Plan (RTP) Yosemite policy including road closures: Scott Burns presented Caltrans response letter on seasonal closures. Need to clarify when road could reopen in low-snow season. Policy is to open as soon as conditions are safe. Maybe highlight Heritage Highway concept. Economic Development is keen on promoting Tuolumne as alternative to Valley.

Tom Hallenbeck stated policies on winter closure are all about safety and resources. Work is funded by route, none in wintertime. Two maintenance crews are working on 120E for earlier opening in spring with traffic control. Tioga is completely different – engineering does not move water away; freeze/thaw; and significant rockfall keeps slopes unstable. No delineation (poles) for snowfall. Once park gate is open, it's an interregional route. Caltrans plans to open 120W by fishing opener.

Commissioner Stump thanked Hallenbeck for response on SR 120E. Updates on potential opening date? Tri-valley constituents work in North County.

Johnston noted everyone is under economic stress, looking for relief. Open sooner and longer when possible. Hallenbeck will reevaluate when storm subsides.

Chris Lizza of Lee Vining patrols at Mammoth Mountain, where crews open every possible run while balancing risk and service. Seeing closed signs on dry highways is frustrating as user and business owner. A great experiment occurred two years ago when Tioga was open. Increased daily business 70%, a substantial difference. Open at least through holidays when people are looking for something to do, providing recreational opportunities where snow exists. Easiest is along Tioga Road.

Garrett Higerd was at USFS regarding Rock Creek Road project. Resident engineer is also involved with Tioga Road within Yosemite. Get update from NPS. Jeff Walters has best contact.

Johnston cited environmental issues along park road. Accommodate cyclists like Yellowstone does. Uphill climbs need a couple feet at least. Higerd suggested opening lines of communication with NPS.

D. LTC audit report ending June 30, 2013: Megan Mahaffey distributed audit reports. No issues were discovered. Bring up any questions to Mahaffey or LTC next month. Could anybody local conduct the audit? Commissioner Bacon noted that audits involve more than just CPA qualifications.

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): John Helm will send Chalfant Transit Survey results summary. Operating costs increased on highest-speed routes that use more fuel. Averaged > 35% return on farebox recovery, exceeding 10% minimum required. Some exceptions existed in outlying areas. Experimenting with "guest fare of \$1 to additional passengers" to reduce operating costs.

Walker DAR destinations? *Senior center, post office, shopping, Topaz resort. Disabled fare is paid by other agencies.*

Commissioner Johnston thought ESTA was using wrong kind of buses. Could get double mileage with high-efficiency diesel for long-distance routes. Helm acknowledged point well taken. Finalizing order this week for four sprinter-type vehicles. Change on long routes is capacity: sprinters carry 12, current buses carry 23. Service changes at Mammoth: Green Line discontinued (Gray Line services that area). Red Line changed from 15- to 20-minute intervals. Ability to surge on holidays? *ESTA adds "trippers" so no long waits would occur.*

B. Yosemite Area Regional Transportation System (YARTS): Authority Advisory Committee meets Wednesday regarding outreach via social media and online ticket sales.

9. CALTRANS

A. North Conway overview: Ryan Dermody mentioned alternative transportation plan: where shoulders are, adding shoulders, pedestrian/cycling facilities. Origin/destination studies showed RVs decreasing from 14.34% to 3.2% to 1.7%. Courtney Weiche appeared in cover photo. Decide which projects to move forward.

Becket described Bridgeport shoulders in 2009, and North Conway gap closure was not fully addressed. Shoulder widening or wider southbound uphill lane would address speed differential of slow-moving vehicles. Price tags are in 2002 dollars. Did 2002 consider bike lanes and sage grouse? Consider Conway Ranch in 1990s for comparison later. Look at priority for developing corridor. Get cost estimate, scope and schedule.

Commissioner Johnston spoke with Tim Hansen regarding plowing snow along road. Drifting in rock section closed road entirely. Southbound travel has been an issue since 1995. Commissioner Fesko thought pullouts were not viable – semi-trucks will not pull over on uphill. It's only a two-mile bottleneck; the 18-mi section north is more of a concern. Commissioner Stump also cited frustrating section north of Bridgeport.

Four-lane segment on Conway? Commissioner Hogan thought three lanes would solve problem at lower cost. Johnston still saw problem with uphill section, but Commissioner Lehman thought it's not that big an issue.

Becket indicated long lead time, so get project in hopper this summer. Would discussing Conway Ranch in March be in time for summer? *Yes, Dermody indicated.* Hallenbeck added that all good ideas are accepted throughout the year regardless of timelines.

B. Activities in Mono County & pertinent statewide information: Tom Hallenbeck introduced Ryan Dermody, with 15 years at Caltrans, as new deputy district director. Changes are under way at Caltrans, spurred by recommendations by State Smart Transportation Initiative, including: 1) modernize from highway building to dealing with climate change, greenhouse gas, etc.; 2) be partner rather than master builder; 3) more transit, multimodal, complete streets; 4) keep roads in good shape instead of expanding; 5) innovate and integrate all modes of transit; 6) focus on corridors, not just highways; 7) instead of car vs. train, car *and* train *and* bike; 8) gas tax is not keeping up, so be more efficient; and 9) reform from ground up with new strategic plan that's sustainable and inclusive.

Caltrans was included with non-transportation entities, now combined with CHP, boating/waterways, DMV. Faced with drought cutbacks on water, reduced landscape watering 50%, some turned off. Slow down planting projects. Turf grass gets no water. Install smart meters that water only when needed. Use tertiary water in landscapes. No car washing. White streaks on pavement are due to brine system. Use 150-200 lb salt/lane mile in storm, but if spray salt solution prior to a storm, snow would not stick to pavement. Brine uses much less salt that impacts plant life.

Commissioner Stump expressed general concern about Eastern Sierra being left out of discussions in Sacramento, thus disempowered. Hallenbeck had seen District 9 disappear in past, so will be on alert. Keep corridor functioning and improving.

10. INFORMATIONAL

A. LTC letter to Caltrans & National Park Service

B. Car-charging request: Leisha Baldwin, The Village Neighborhood Co., reported installation is proposed at Village. Commissioner Johnston suggested LTC work with Village and consider natural-gas charging as well. Hallenbeck noted Caltrans is installing charging station at district office for electric company vehicles.

C. Statewide Local Streets & Roads Needs Assessment

11. UPCOMING AGENDA ITEMS: 1) June Lake monument sign; 2) Yosemite policy as part of RTP draft, car charging, natural gas too; 3) NPS staff on park road project; 4) Conway four-lane; 5) tier-one projects, staff reports; 6) projects for 5311 grants.

12. ADJOURN at 11:20 a.m. to March 10, 2014

Prepared by C.D. Ritter, LTC secretary



Date: March 10, 2014

STAFF REPORT

Subject: FTA Section 5311 Regional Program of Projects and
Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the commission program by resolution the federal fiscal year 2014 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$95,432 in federal funds and authorize the executive director to sign the certifications and assurances for operating assistance for general public transit services in Mono County.

BACKGROUND

Federal Transit Administration Section 5311 funds are apportioned annually to each county to be used only for public transportation projects in non-urbanized areas. Section 5311 funds may be used for capital, operating or administrative assistance to state or local agencies that are operators of public transportation services. For the federal fiscal year 2014, Mono County was apportioned \$95,432.

It is the responsibility of the local transportation planning agency to program projects for these funds and submit a program of projects (POP) to their Caltrans District Transit Rep prior to May 2, 2014. The POP identifies the subrecipient that will apply for the 5311 funds and carry out the identified projects.

Historically, these funds have been programmed to Eastern Sierra Transit Authority to assist in the operational costs of the overall Mono County transit system. FTA Section 5311 funds will be incorporated into ESTA's 2014-15 budget.

Eastern Sierra Transit Authority is seeking approval by resolution the federal fiscal year 2014 Section 5311 Program of Projects (POP) with Eastern Sierra Transit Authority as the subrecipient of the \$95,432 in federal funds and authorization to allow the executive director to sign the certifications and assurances for operating assistance for general public transit services in Mono County.

RESOLUTION R14-02**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE SUBMISSION OF FEDERAL TRANSIT ADMINISTRATION SECTION 5311 APPORTIONMENT GRANT WITH EASTERN SIERRA TRANSIT AUTHORITY AS THE SUBRECIPIENT OF \$95,432 AND AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES**

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, Eastern Sierra Transit Authority desires to apply for said financial assistance to permit operation of service in Mono County; and

WHEREAS, Eastern Sierra Transit Authority as the CTSA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social-services agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission does hereby authorize Eastern Sierra Transit Authority to file and execute applications on behalf of Mono County with the Department to aid in the operation of public transit in Mono County pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended and:

The executive director is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

That Eastern Sierra Transit Authority is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That Eastern Sierra Transit Authority is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 operating assistance for public transit in Mono County in the amount of \$95,432.

PASSED AND ADOPTED this 10th day of March 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jo Bacon, Mono County LTC Chair

Attest:

C.D. Ritter, LTC Secretary



Date: March 10, 2014

STAFF REPORT

Subject: FTA Section 5311(f) Intercity Bus Program Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route Certifications and Assurances

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

It is recommended that the commission authorize by resolution the executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route.

BACKGROUND:

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the “intercity bus transportation needs of the entire state” by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services.

Eastern Sierra Transit operates the 395 Route-North four days per week between Lone Pine and Reno, making connections with Greyhound and Reno-Tahoe International Airport. The 395 Route-South is operated three days per week between Mammoth and Lancaster, connecting with the Metrolink train. These routes have been supported by FTA Section 5311(f) since their inception.

Resolution R14-03 certifies that there will be sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social-services agencies.

Historically, Local Transportation Funds have been use in combination with the grant funding for the operation of the 395 Route. Based on the funding estimates for FY 2014-15, there will be sufficient funds for the operation of these routes. Eastern Sierra Transit as the CTSA for Inyo and Mono counties has coordinated with other transportation providers and social-services agencies in the region.

Additionally, the resolution certifies the programming of funds for this project and project has met all Statewide Transportation Improvement Program (STIP) requirements and that some combination of state, local, or private funding sources have been applied at the rate of 44.67% or more to match the federal share of 55.33%.

The 395 Route and the FTA Section 5311(f) funding have met the STIP requirements. The local matching funds are to be split equally between Mono and Inyo County's Local Transportation Commissions. These funds will be requested with Eastern Sierra Transit FY 2014-15 budget.

Eastern Sierra Transit Authority is seeking approval by resolution the approval for the executive director to sign the certification and assurances for the Federal Transit Administration Section 5311(f) Continued Funding for Operating Assistance for the 395 Inter-Regional Bus Route.

RESOLUTION R14-03

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN ALL REQUIRED CERTIFICATIONS AND ASSURANCES FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) CONTINUED FUNDING FOR OPERATING ASSISTANCE FOR THE 395 ROUTE INTER-REGIONAL BUS ROUTE

WHEREAS, Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and therefore receives state and federal funds to operate and provide public transportation services in and for Mono County; and

WHEREAS, sufficient funds to operate the vehicles, or facility, or equipment purchased under this project, as applicable and has coordinated with other transportation providers and users in the region, including social-services agencies; and

WHEREAS, the programming of funds for this Project, and the Project has met all Statewide Transportation Improvement Program (STIP) requirements. Some combination of state, local, or private funding sources have been applied at the rate of 44.67% or more to match the federal share of 55.33%.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Mono County Local Transportation Commission hereby approves and authorizes the executive director to sign all required certifications and assurances.

PASSED AND ADOPTED this 10th day of March 2014, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jo Bacon, Mono County LTC Chair

Attest:

C.D. Ritter, LTC Secretary

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Staff Report

DATE: March 10, 2014

FROM: Wendy Sugimura, Community Development Analyst

SUBJECT: Appoint Social Services Transportation Advisory Council (SSTAC) members

RECOMMENDATION

Appoint the following members to the Social Services Transportation Advisory Council:

<u>Name</u>	<u>Term Expiration</u>
Debbie Diaz, Mono County Public Health	2017
Laurel Martin, Disabled Sports Eastern Sierra	2017
Carolyn Balliet, Mono County Public Health & Seniors	2017
Rick Franz, Caltrans	2017

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY

The LTC is required to receive input from the SSTAC to fulfill tasks related to the unmet needs hearing process and SSTAC input is required to fulfill the Citizen Participation Process defined by Public Utilities Code §99238.5.

DISCUSSION

Members of the Social Services Transportation Advisory Council are appointed by the Local Transportation Commission (LTC). The appointees should be recruited from a broad representation of social service and transit providers representing the elderly, disabled, and persons of limited means. In appointing members, the LTC shall strive to attain geographic and minority representation among council members. The membership term is three years and terms are staggered so that roughly one-third of the memberships are up for renewal or reappointment each year. The membership requirements mandated by Public Utilities Code §99238 is provided in attachment #1. The current list of SSTAC members is provided in attachment #2.

ATTACHMENTS

1. Public Utilities Code §99238: Social Services Transportation Advisory Council
2. Current SSTAC Roster (2013-14)

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238

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

- (a) The social services transportation advisory council shall consist of the following members:
- (1) One representative of potential transit users who is 60 years of age or older.
 - (2) One representative of potential transit users who is handicapped.
 - (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
 - (4) Two representatives of local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.
 - (5) One representative of a local social service provider for persons of limited means.
 - (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
 - (7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).
- (b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.
- (c) The social services transportation advisory council shall have the following responsibilities:
- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
 - (2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
 - (3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.
- (d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

Attachment #2
2013-14 Social Services Transportation Advisory Council Roster
(Roster prior to the reappointments requested in this agenda item)

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

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LTC Staff Report

March 10, 2014

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2014 Regional Transportation Improvement Program (RTIP) update

RECOMMENDATIONS:

Informational / Provide any direction to staff.

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 (RTP) and as part of the RTIP submittal. The RTIP includes several Tier 1 projects (see attached RTP excerpt).

DISCUSSION:

The California Transportation Commission (CTC) has published its staff recommendations. Underfunding of the STIP has pushed some of Mono's projects into later fiscal years, and Town staff has proposed some technical changes to its projects. The CTC staff recommendations are attached, and the funding limitations discussion in Commission Staff Recommendations include:

“The Fund Estimate indicated that the flexible funds are over-programmed by \$83 million in the first three years of the 2014 STIP period (2014-15 through 2016-17). The RTIP and ITIP proposals included about \$194.5 million in new programming in the years 2014-15 through 2016-17. Therefore, many existing projects must be delayed or deleted in the adopted 2014 STIP. In addition, many proposed new projects will be recommended in different years from those proposed and some will not be recommended for inclusion in the adopted 2014 STIP.” (p. 10)

The CTC adopts the STIP on March 20, 2014.

2014 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Mono																			
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
STIP Projects at Fund Estimate (August 2013)																			
Mammoth Lakes	loc	2546	Canyon Blvd, Forest Trail-Hillside Dr, rehab			Sep-12	35	35	0	0	0	0	0	0	0	0	35	0	0
Mammoth Lakes	loc	2546	Canyon Blvd, Forest Trail-Hillside Dr, rehab			Jun-13	3,650	3,650	0	0	0	0	0	0	0	3,650	0	0	0
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (RIP 10%)				4,489	250	1,130	0	3,109	0	0	950	2,799	0	250	180	310
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				3,258	0	0	975	2,283	0	0	1,653	0	0	975	630	0
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				2,855	1,200	1,655	0	0	0	0	1,352	0	687	513	303	0
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				2,000	2,000	0	0	0	0	0	0	0	2,000	0	0	0
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0	0	0
Mono County	loc	2561	June Lake streets rehab (ext 6-13)			Dec-13	302	302	0	0	0	0	0	60	0	0	242	0	0
Mono County	loc	2561	June Lake streets rehab				3,355	3,355	0	0	0	0	0	0	3,355	0	0	0	0
Mono County	loc	2563	Chalfant streets rehab				1,419	1,419	0	0	0	0	0	0	1,419	0	0	0	0
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,645	35	0	2,610	0	2610	0	0	2,610	0	35	0	0
Mono LTC		2003	Planning, programming, and monitoring				590	130	130	130	200	0	0	0	590	0	0	0	0
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority			Jun-13	90	90	0	0	0	0	0	0	90	0	0	0	0
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority				180	90	90	0	0	0	0	0	180	0	0	0	0
Mammoth Lakes	te	2597	Mammoth Creek bike trail gap closure			Jan-13	69	69	0	0	0	0	0	0	0	69	0	0	0
Mammoth Lakes	te	2597	Mammoth Creek bike trail gap closure (12S-046)				1,847	0	333	0	1,514	0	0	204	1,514	0	129	0	0
Mono LTC	res	2516	TE Reserve				954	0	0	59	895	0	0	0	954	0	0	0	0
Total Programmed or Voted since July 1, 2012							28,048												
PROPOSED 2014 PROGRAMMING																			
Highway Project Proposals:																			
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				-2,855	-1,200	-1,655	0	0	0	0	-1,352	0	-687	-513	-303	0
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				11,705	1,200	1,655	0	0	0	8,850	1,352	8,040	687	513	303	810
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)			NEW	500	0	0	0	500	0	0	0	500	0	0	0	0
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety			NEW	775	0	25	175	575	0	125	575	25	50	0	0	
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3			NEW	2,150	0	60	2090	0	2,090	0	2,000	60	90	0	0	
Mono County	loc	2603	Airport Road, rehab			NEW	1,273	0	0	0	31	52	1,190	0	1,190	31	52	0	0
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			NEW	663	0	79	584	0	0	0	0	584	79	0	0	0
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS			NEW	1,150	0	0	50	100	1,000	0	0	1,000	50	100	0	0
Mono LTC		2003	Planning, programming, and monitoring				-590	-130	-130	-130	-200	0	0	0	-590	0	0	0	0
Mono LTC		2003	Planning, programming, and monitoring				925	130	130	130	175	180	180	0	925	0	0	0	0
Subtotal, Highway Projects							15,696	0	164	899	606	3,807	10,220	125	14,224	245	292	0	810
Rail and Transit Project Proposals:																			
Mono LTC	bus	2566	8 replacement buses, E Sierra Transit Authority				-180	-90	-90	0	0	0	0	0	-180	0	0	0	0
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority				490	90	200	200	0	0	0	0	490	0	0	0	0
Subtotal, Rail & Transit Projects							310	0	110	200	0	0	0	0	310	0	0	0	0

Appendix D

MONO COUNTY LTC UNCONSTRAINED PROJECT LIST

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

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

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

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

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

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

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

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

Mono County Local Transportation Commission

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

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

Staff Report

TO: Mono County Local Transportation Commission

DATE: March 10, 2014

FROM: Megan Mahaffey, Financial Analyst

SUBJECT: Mono County Overall Work Program 2014-2015

RECOMMENDATION:

Accept Mono County Overall Work Program (OWP) 2014-15 draft submitted to Caltrans.

FISCAL IMPLICATIONS:

The OWP is funded through Rural Planning Assistance (RPA) funds and Planning, Programming and Monitoring (PPM) funds. Subject to state budget approval, RPA funding this year is \$216,000. The PPM funding of \$250,000 is subject to allocation by the California Transportation Commission.

ENVIRONMENTAL COMPLIANCE:

N/A

RTP / RTIP CONSISTENCY:

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

DISCUSSION:

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 was submitted to Caltrans District 9 on March 27, 2014.

Timeline:

- April: The 2014-15 OWP will come back to the commission for adoption.
- May 1: Deadline for adopted OWP & OWPA to Office of Regional & Interagency Planning (ORIP).
- June 30: Final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP).

ATTACHMENT:

Mono County Overall Work Program 2014-15 draft

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
1.	Review status of current OWP projects	County, Town LTC	Status Update Report	12/31/2014
2.	Solicit potential work items from potential partners	County LTC	Proposed Work items	12/15/2014
3.	Develop priorities for new OWP	County LTC, Town LTC		12/31/2014
4.	Solicit input from LTC on priorities	County LTC		1/13/2015
5.	Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC Staff recommendation	1/31/2015
6.	Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2015
7.	Draft OWP reviewed by LTC	County LTC		2/10/2015
8.	Caltrans review of draft OWP	Caltrans D9		3/1/2015
9.	Draft OWP reviewed by LTC	County LTC		3/10/2015
10.	Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2015
11.	Draft OWP reviewed by LTC	County LTC		4/14/2015
12.	Final Adoption of OWP	County LTC		5/12/2015
13.	Caltrans approval of OWP	Caltrans D9	Approved OWP for 2015/16	6/15/2015
14.	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
1.	2013/14 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	Town, County, LTC	4 th Qtr Invoices/progress reports	8/5/2014
2.	2013/14 OWP Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 th Qtr Invoices/progress reports	8/20/2014
3.	Year end paperwork, including Close Out Package to CalTrans	County TLC	Close Out Package	08/31/14
4.	Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly Reporting Forms	9/1/2014
5.	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
6.	Quarter 1 invoices/progress reports submitted to CalTrans	County LTC	1st Qtr Invoices/progress reports	11/15/2014
7.	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
8.	Quarter 2 invoices/progress reports submitted to CalTrans	County LTC	2 nd Qtr RPA and PPM Invoices/progress reports	1/31/2015
9.	Review OWP and quarterly reports for possible amendments	LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Proposed amended Work Elements	3/15/2015
10.	Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/31/2015
11.	Amended OWP adopted by LTC	County LTC	Adopted amended OWP	4/14/2015
12.	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

13.	Quarter 3 invoices/progress reports submitted to CalTrans	County LTC	3 rd Qtr Invoices/progress reports	4/30/2015
14.	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
1.	Maintain office conduct day-to-day Commission business and website	County LTC	Customer service, phones, email, research & correspondence	Daily
2.	Prepare LTC Agenda Packet and supporting materials	County LTC	Agenda Packets	Monthly
3.	Prepare LTC Minutes and take actions necessary to implement Commission directives	County LTC	Minutes, resolutions, & implementation activities	Monthly
4.	Operational and Trust Fund Accounting	County LTC	required reports	as needed
5.	Annual audit	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 and increase mobility 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
1.	Review RTP guidelines to identify RTP deficiencies and legal mandates for RTP update	County and TOML	Outline of RTP policy / data gaps	7/31/14
2.	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
3.	Identify issues related to integration of regional transportation goals and objectives in land use, housing, economic development and environmental preservation	County and TOML		6/30/15
4.	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
5.	Incorporate Digital 395/last-mile provider and other communication and infrastructure policies	County	Capital projects, communications policies	7/31/14
6.	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
7.	Review draft RTP with Caltrans, RPACs, and conduct workshops with Commissions and Board, and make any changes	County	Public review of draft RTP and RTP modifications	10/31/14

8.	Coordinate with Land Use Element update and mandated Housing Element Update	County	Integrated RTP policies	7/31/14
9.	Incorporate natural resource considerations via update of master environmental assessment (MEA)/EIR	County	Draft MEA	10/31/14
10.	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
11.	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
12.	Receive public/agency comments, prepare response to comments, prepare Final EIR, modify RTP and distribute	County	Final EIR & RTP	1/31/15
13.	Notice and conduct public hearing for adoption with Commissions and Board	County	Agendas	3/31/15
14.	Certify EIR and adopt RTP/Circulation Element	County	Adopted documents	6/30/15
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
1.	Prepare draft Town Capital projects list for inclusion in RTP	Town Public Works	Town capital project list, cost estimates, schedule	7/31/14
2.	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
3.	Coordination with County and Caltrans as necessary	Town Public Works	Integrated capital project list	Ongoing
4.	Complete ADA Transition plan and incorporate into RTP	Town	ADA Transition plan	7/31/14
5.	Complete draft mobility element and incorporate into RTP	Town	Draft mobility element	7/31/14
6.	Prepare draft RTP with County	Town Public Works	Draft RTP	8/1/14
7.	Town Commission(s) review of draft RTP	Town Public Works	Commission(s) review of draft RTP	11/1/14
8.	Prepare Final Draft RTP with County	Town Public Works	Final Draft RTP	1/30/15
9.	LTC adoption	Town Public Works	Adopted RTP	6/30/15

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>
2014/15 RPA		\$46,000	\$46,000
PPM FUNDING	\$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
1.	June Lake Trail Plan project(s), including Down Canyon Trail PID/PSR	Mono County	PID/PSR	12/30/14
2.	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
3.	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
4.	Pursue funding for implementation of Bicycle Transportation Plan Projects	Mono County	Grant application	6/30/15
5.	GIS Base mapping - inclusion of trails	Mono County	Updated GIS base maps	Ongoing
6.	Web Application Development for trails system	Mono County	Web Application to identify trails	6/30/15
7.	Trail Counter Data Management System Development	Mono County	Trail use Data	6/30/15
8.	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
1.	Safe Routes to School	TOML	Active Program	Ongoing
2.	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
1.	Town, MMSA, and ESTA monthly liaison meetings	Town Airport & Transportation Department	Town, MMSA, and ESTA monthly liaison meetings	Monthly
2.	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
3.	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
4.	Prepare Winter transit map	Town Airport & Transportation Department	Published Winter Transit Map	11/1/2014
5.	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
6.	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
7.	Prepare Summer transit map	Town Airport & Transportation Department	Published Summer Transit Map	6/1/2015
8.	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 302-14-4
ESTA UPDATE OF INYO-MONO COUNTIES SHORT RANGE TRANSIT PLAN

PURPOSE

Update of the Inyo-Mono Counties Short Range Transit Plan.

This is a match to a FTA section 5304 transportation planning grant.

WORK ACTIVITY AND DELIVERABLES-ESTA

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Select consultant for updating short range transit plan	Consultant		2014/15
2.	Conduct existing condition, peer review and performance analysis	Consultant		2014/15
3.	Develop systems goals, objectives, standards and demand analysis	Consultant		2014/15
4.	Conduct Security, Technology and Organizational analysis	Consultant		2014/15
5.	Develop service alternatives and conduct financial and capital analysis	Consultant		2014/15
6.	Draft of Sort Range Transit Plan, Conduct review and Present for adoption	Consultant	Short Range Transit Plan	2015
7.	Fiscal management reporting	Consultant		2014/15

PREVIOUS WORK

This is a new Work Element to update the previous Short Range transit plan.

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>	\$3,000	\$3,000	\$6,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$3,000	\$3,000	\$6,000

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
1.	Pavement Condition Assessment	TOML/County	Update PMS with current pavement condition index	11/1/2014
2.	Prepare Reports	TOML/County	Prepare reports for integration with the 5 year Capital Improvement Plan and Asset Management Plan	Ongoing
3.	Software license	TOML/County	Annual Software License Subscription	6/30/2015
4.	Data Collection and Management	TOML/County		
5.	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
1.	Research grants availability, requirements and determine eligible projects	County, Town Community Development and Public Works	N/A	TBD as needed
2.	Draft Grant Applications	County, Town Community Development and Public Works	Grant application and supporting materials; authorizing resolutions; letters of support etc.	TBD as needed
3.	Final Grant Application	County, Town Community Development and Public Works	Final Grant Application Package	TBD as needed
4.	Final Deliverable(s)	County, Town	Final Grant	TBD as

		Community Development and Public Works	Application Package(s)	needed
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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 CORRIDOR 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
1.	Assess and Evaluate existing information & Develop detailed work plan	County, LTC	Work Plan	12/31/2014
2.	Data Collection/GIS mapping	County, LTC	Inventory of data/mapping	05/31/2015
3.	Community Outreach Meetings/Collaborative Planning Group Meetings (15 meetings) Phase 1 introduction & phase 2 follow up	County, LTC	Agendas	02/28/2015
4.	Review/Update existing State Scenic Highway CMP to be consistent with proposed NSBCMP	County, LTC	Updated State Scenic CMP	01/31/2015
5.	Prepare CMP Document draft, including proposed interpretive projects and cost estimates	County, LTC	Draft CMP	05/30/2015
6.	Present and discuss final proposed NSBCMP to local communities, boards & commissions. (~6 meetings)	County, LTC	Agendas, presentations, notes	06/30/2015
7.	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
8.	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
1.	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
2.	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
1.	Parking Analysis	Town Community Development and Public Works	Preliminary parking alternatives plan	12/1/2014
2.	Alternative Transportation Evaluation and Mode Split Analysis	Town Community Development and Public Works	Preliminary alternative transportation options plan	12/1/2014
3.	Vehicle and Pedestrian Access Management Plan	Town Community Development and Public Works	Preliminary vehicle and pedestrian access management plan	12/1/2014
4.	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
5.	Snow Management Implementation Plan	Town Community Development and Public Works	Preliminary snow management plan	12/1/2014
6.	Financial Feasibility Analysis	Town Community Development and Public Works	Preliminary financing alternatives plan	12/1/2014
7.	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
8.	Community Workshop	Town	Community	7/31/14

		Community Development and Public Works	Workshop Sign-in sheet; Copy of Meeting Notes; Copies of Presentation Materials	
9.	Agency Review	Town Community Development and Public Works	Meeting notes from Agency Meetings	7/31/14
10.	Preferred Plan Information	Town Community Development and Public Works	Data and information about plan refinement, including additional analysis if needed	7/31/14
11.	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
12.	Draft Implementation Plan (Administrative and Public Review)	Town Community Development and Public Works	Draft Implementation Plan	9/1/2014
13.	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
14.	Final Implementation Plan	Town Community Development and Public Works	Final Implementation Plan	12/1/2014
15.	Acceptance of Final Plan	Town Community Development and Public Works	Planning Commission Meeting #3 and Town Council Meeting #1 Information: Meeting Notes, Staff Report, Commission/Council and public comments	12/31/2014

16.	Final Deliverables(s) submittal and		Final Main Street Implementation Plan	2/1/2014
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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>
2014/15 RPA			
PPM FUNDING	\$10,000		\$10,000
TOTAL FUNDING	\$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
1.	Develop Stormwater Management Plan and Capital Improvement Program	Town Public Works	Draft & Final Stormwater Master Plan	12/30/2014
2.	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	6/30/2015

			Retrofit Program; Draft & Final Monitoring, Assessment & Reporting Plan	
3.	Project Quality Control and Review	Town Public Works	Review notes by senior staff	ongoing
4.	California Environmental Quality Act	Town Public Works	Prepare environmental checklist and documentation for minor Negative Declaration	9/30/2015
5.	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>
2014/15 RPA			
PPM FUNDING	\$10,000		\$10,000
TOTAL FUNDING	\$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
1.	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
2.	Conduct special studies for eventual completion of the Mobility Element			3/30/15
3.	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
4.	Analyze specifics of the plan as it relates to new roadways			3/30/15
5.	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
6.	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
1.	Maintenance of Project workflow document	Town, County	Updated workflow	ongoing
2.	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
3.	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
1.	Conduct quarterly reviews with LTC Amend RTIP if current projects change in scope, cost and/or delivery	Mono County LTC	LTC agenda report LTC Resolution	Quarterly 6/1/15
2.	Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments	Mono County LTC	To be determined	As needed
3.	Monitor regional projects (MOU) for any necessary changes	Mono County LTC	To be determined	As needed
4.	Coordinate future programming needs (or projects) for Dist. 9, TOML, and/or Mono County	Mono County LTC	To be determined	ongoing
5.	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</u>			
<u>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
1.	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
2.	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
3.	Participate in the Rural Counties Task Force (RCTF)	County LTC	Agendas	On-going
4.	Rural County Task Force Participation	County LTC	Meeting Minutes	On-going
5.	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
1.	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 900-14-0
SEASONAL ROAD CLOSURE POLICY**PURPOSE**

The purpose of this work element is to create a policy with Mono County, the California Department of Transportation, District 9 for seasonal road closures. This policy will include infrastructure and operations as well as management of partial and complete road closures. This policy will include Yosemite National Park as needed for Tioga pass closure and only include passes and roads in unincorporated areas.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	Town, County and Caltrans	Meetings with Caltrans staff	9/1/2013
2.	Develop Draft MOU Agreement	Town, County and Caltrans	Draft Maintenance Agreement	11/1/2013
3.	Prepare and present Draft MOU Agreement	Town, County and Caltrans	Draft Maintenance Agreement	1/1/2014
4.	Final Updated MOU	Town, County and Caltrans	Final Updated Maintenance Agreement	2/1/2014
5.	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
1.	Purchase equipment	Town Public Works	Permanent traffic counters equipment, Infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	6/30/15
2.	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
1.	Develop and maintain inventory of Right-of-Way for County Roads	County Public Works , TOML	ROW Inventory	Ongoing
2.	Present report to Board of Supervisors	County Public Works, TOML	Agenda/minutes	7/16/13
3.	Incorporate ROW or other applicable data into GIS System	County TOML GIS	Updated GIS reports	ongoing
4.	Data Collection for plan updates	County Public Works, TOML	Data reports	ongoing
5.	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 908-14-2
REGIONAL MAINTENANCE MOU**PURPOSE**

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads. The MOU will serve as a basis for updating the Maintenance Agreement between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for operation of applicable mainstreets. The MOU will include infrastructure and operations, such as transit shelters, signals, and snow management.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	Town Public Works and Caltrans	Meetings with Caltrans staff	9/1/2013
2.	Develop Draft Maintenance Agreement (Administrative Review)	Town Public Works and Caltrans	Draft Maintenance Agreement (Administrative Review)	11/1/2013
3.	Prepare and present Draft Maintenance Agreement	Town Public Works and Caltrans	Draft Maintenance Agreement	1/1/2014
4.	Final Updated Maintenance Agreement	Town Public Works and Caltrans	Final Updated Maintenance Agreement	2/1/2014
5.	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
1.	Identify and attend training opportunities available relating to transportation planning, projects and programs	County Planning, County LTC, and County Public Works	Training documentation	Ongoing
2.	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
1.	Receive training on new and updated state and federal laws, policies, and regulations	Town Community Development and Public Works	Training documentation	6/30/2015
2.	Receive training on new and updated transportation principles and practices	TOML Community Development and Public Works	Training documentation	6/30/2015
3.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	Town Community Development and Public Works	Training documentation	6/30/2015
4.	Investigate new techniques and equipment to be adapted and incorporated into future projects	Town Community Development	Training documentation	6/30/2015

		and Public Works		
5.	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
101-13-0: 2015/16 OWP Development and Approval	\$13,000	\$3,000	\$10,000
101-13-0: 2013/14 & 2014/15 OWP Admin	\$15,000	\$5,000	\$10,000
103-13-0: Local Transportation Commission Staff Support	\$15,000		\$15,000
200-13-0: Regional Transportation Plan	\$46,000		\$46,000
300-13-0: Regional Transit Planning & Coordination	\$19,000	\$12,000	\$7,000
302-12-4: ESTA Update of Inyo-Mono Short Range Transit Plan	\$10,000	\$5,000	\$5,000
600-12-0: Regional Transportation Grant Applications	\$20,000	\$10,000	\$10,000
601-11-0: Regional 395 Corridor Management Plan	\$15,000	\$5,000	\$10,000
800-13-1: Interregional Transportation Planning	\$15,000	\$5,000	\$10,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$4,000	\$4,000	
900-14-0: Regional Seasonal Road Closure Pass Policy	\$10,000	\$2,000	\$8,000
908-14-1: Regional Maintenance MOU – Policy Creation	\$38,000	\$18,000	\$20,000
1000-12-0: 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
200-13-0: Regional Transportation Plan	\$30,000	\$10,000	\$20,000
201-13-1: Regional Trails	\$10,000	\$5,000	\$5,000
601-11-0: Regional 395 Corridor Management Plan	\$15,250		\$15,250
403-12-0: Regional Pavement Management System	\$8,000	\$4,000	\$4,000
602-11-2: Mammoth Lakes Main Street Implementation Plan	\$10,000	\$10,000	
605-12-2: Mammoth Lakes Stormwater Management Plan	\$10,000	\$10,000	
607-13-2: Mammoth Lakes Draft Mobility Element Level of Service Analysis & Mitigation Identification	\$10,000	\$31,750	
700-13-0: Mammoth Lakes Parking District and Pricing Study			
700-13-0: Regional Project Study Reports	\$15,000	\$5,000	\$10,000
701-13-0: Regional Transportation Improvement Program (RTIP) updates and meeting attendance	\$10,000	\$5,000	\$5,000
902-13-2: Regional Purchase of Transportation Data Collection Equipment	\$10,000	\$5,000	\$5,000
903-13-1: Regional Transportation Asset Management Plan	\$70,000	\$20,000	\$50,000
1000-12-0: 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	2014
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

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

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

Staff Report

March 10, 2014

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Financial Analyst
SUBJECT: Update on Transportation Development Act (TDA) funds

RECOMMENDATION:

Receive Local Transportation Fund (LTF) status report and estimate; receive State Transit Assistance (STA) preliminary estimate from the State.

FISCAL IMPLICATIONS:

None at this time.

ENVIRONMENTAL COMPLIANCE:

N/A

DISCUSSION:

Local Transportation Fund allocations for 2013-14 are tracking higher than projected.

State Transit Assistance 2014-15 preliminary estimate is \$117,172:

- PUC 99313 - \$36,789
- PUC 99314 - \$22,496

ATTACHMENT:

- Local Transportation Fund status report and auditor's estimate

LTF Allocations

	<u>FY 06/07</u>	<u>FY 07/08</u>	<u>FY 08/09</u>	<u>FY 09/10</u>	<u>FY 10/11</u>	<u>FY 11/12</u>	<u>FY 12/13</u>	<u>FY 13/14</u>	<u>FY 14/15</u>	11 Year Average	% of total
July	\$ 38,500.00	\$ 46,700.00	\$ 39,100.00	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00		\$39,633	6.45%
August	\$ 51,300.00	\$ 62,300.00	\$ 52,200.00	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00		\$50,956	8.29%
September	\$ 82,045.59	\$ 41,932.66	\$ 59,991.00	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34		\$54,648	8.89%
October	\$ 38,900.00	\$ 55,300.00	\$ 53,400.00	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00		\$51,150	8.32%
November	\$ 120,300.00	\$ 73,700.00	\$ 71,200.00	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00		\$70,323	11.44%
December	\$ 51,260.63	\$ 57,837.16	\$ 54,560.37	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.26	\$ 49,973.29		\$48,831	7.94%
January	\$ 51,900.00	\$ 48,700.00	\$ 43,100.00	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00		\$44,883	7.30%
February	\$ 69,200.00	\$ 64,900.00	\$ 47,300.00	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00		\$56,469	9.19%
March	\$ 55,585.60	\$ 46,389.17	\$ 52,099.01	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 40,000.00		\$46,929	7.63%
April	\$ 56,300.00	\$ 48,900.00	\$ 44,800.00	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 40,000.00		\$48,733	7.93%
May	\$ 75,000.00	\$ 65,200.00	\$ 48,100.00	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 53,000.00		\$58,723	9.55%
June	\$ 39,133.49	\$ 55,315.44	\$ 29,006.27	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 55,000.00		\$43,395	7.06%
Total	\$ 729,425.31	\$ 667,174.43	\$ 594,856.65	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.89	\$ 592,606.63		\$614,673	100.00%
<i>Estimates</i>	\$ 641,500.00	\$ 670,000.00	\$ 630,000.00	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 580,000.00		
Estimated year end					\$ 45,489.94	\$ 48,640.80	\$ 49,781.57	\$ 49,383.89			
					\$ 545,879.29	\$ 583,689.60	\$ 597,378.89	\$ 592,606.63			

From: info@dreammountainstudio.com [<mailto:info@dreammountainstudio.com>]
Sent: Monday, February 24, 2014 5:26 PM
To: Tom P@DOT Hallenbeck; Craig A@DOT Holste; stephen.winzenread@dot.ca.gov
Cc: lildabdoya@suddenlink.net; Tim Alpers; Scott Burns
Subject: Re: meeting 2/24/14

Sorry...just to clarify #2, the additional sign(s) will read JUNE LAKE VILLAGE.

Will it/they have an arrow?

Alice

From: info@dreammountainstudio.com
Sent: Monday, February 24, 2014 5:22 PM
To: <mailto:tom.hallenbeck@dot.ca.gov> ; <mailto:craig.holste@dot.ca.gov> ;
stephen.winzenread@dot.ca.gov
Cc: lildabdoya@suddenlink.net ; talpers@mono.ca.gov ; [Scott Burns](#)
Subject: meeting 2/24/14

Dear Tom, Craig and Stephen,

We want to thank you for coming to Lee Vining to meet with us. We were able to clarify things and also found a potentially new avenue to pursue to achieved our goal.

To summarize:

- 1) We learned that we will not be able to build a gateway monument for June Lake Village on Hwy 395 because of the regulations and definitions for such a monument.
- 2) Tom Hallenbeck offered to add another sign(s) on Hwy 395 (both northbound and southbound?) He will notify us when there are some suitable locations to review.
- 3) Stephen will send us the Caltrans 'right of way' maps on Hwy 395 approximately 3/4 mile from the June Lake Junction in both directions so that we can see if our signs can be effective in alternate locations. If we can get that map sooner than later we will be grateful.

I will send an email to the LTC letting them know about our meeting.

Again, thanks so much for the consideration you have shown us,

Alice Suszynski
 June Lake resident.



MONO COUNTY DEPARTMENT OF PUBLIC WORKS

POST OFFICE BOX 457 • 74 NORTH SCHOOL STREET • BRIDGEPORT, CALIFORNIA 93517
760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

LTC Staff Report

DATE: March 10, 2014
FROM: Jeff Walters, Acting Public Works Director
SUBJECT: Yosemite National Park – Tioga Road Construction

RECOMMENDATIONS:

Hear staff report on Yosemite National Park's Tioga Road construction schedule & provide any desired direction to staff.

FISCAL IMPACTS: None at this time.

DISCUSSION:

Yosemite National Park has plans to reconstruct Tioga Road starting this summer from Crane Flat to White Wolf. The project has two schedules. Schedule "A" begins at the intersection of Big Oak Flat Road and Tioga Road, and proceeds east for 12.8 miles. Schedule "B" begins at the intersection of Big Oak Flat Road and Tioga Road and proceeds east for 15.0 miles.

The project was advertised on the FBO website in February 2014. Bid opening is scheduled for March 19, 2014, with a mid to late April award date. The project is scheduled to take place over two seasons with a tentative completion in October/November 2015. The details of the project can be found here:

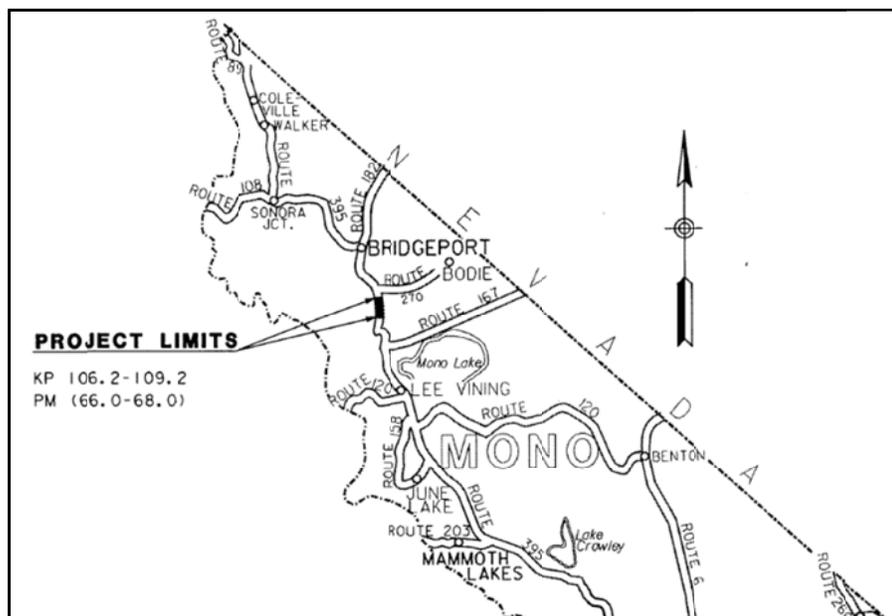
https://www.fbo.gov/index?s=opportunity&mode=form&id=6e5b009864a942d41d6fa2203e5c1f29&tab=core&_cvview=1

The Park Service stated its goal is to begin construction as soon as possible in May 2014. Here are the planned delays once construction commences:



ATTACHMENT:

- Tioga Road Construction Plans (available at meeting)



Project Proposal Overview

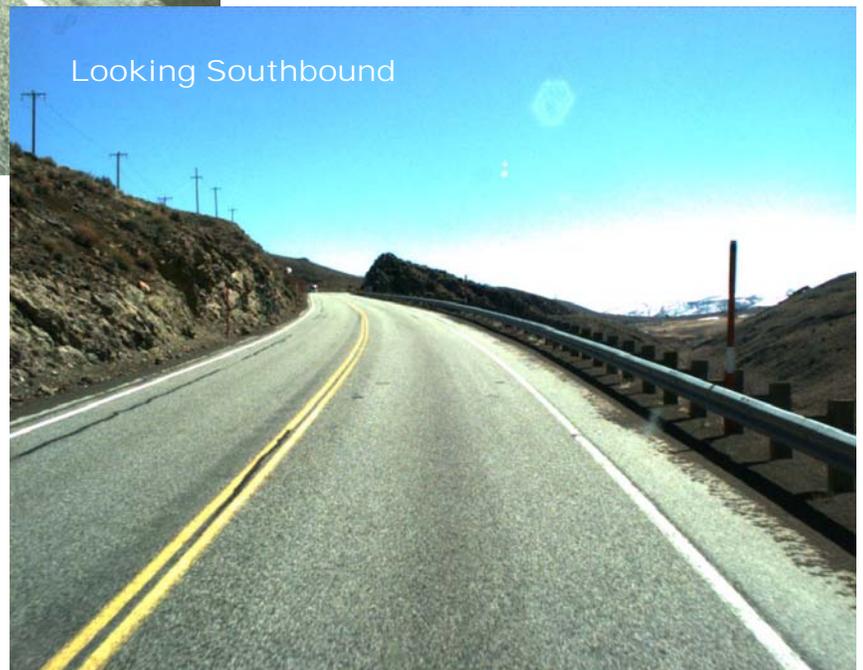
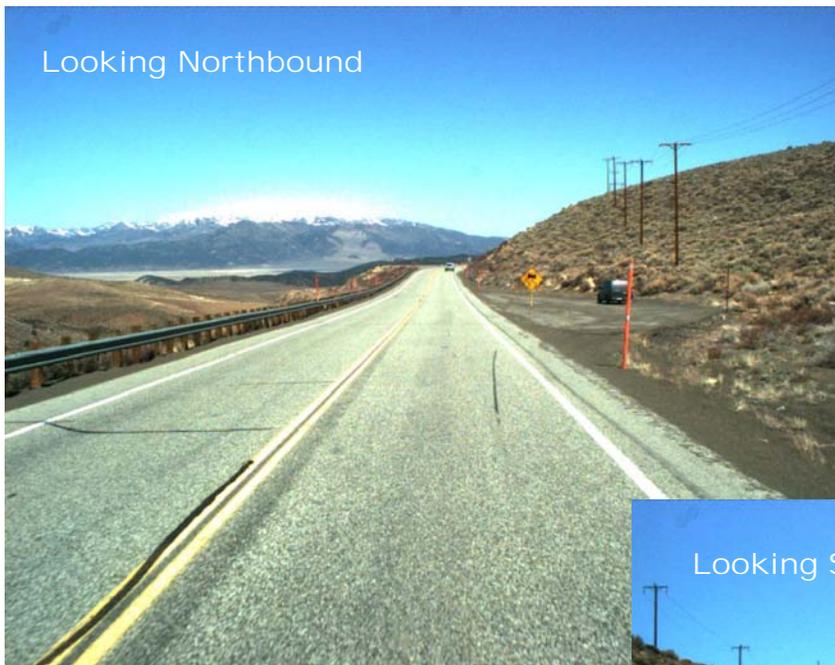
Caltrans District 9 initiated this project to address the need for standard shoulders, providing pullout refuge, and improving rock-fall issues at rocky cut slopes. An additional goal of this project is to address southbound queuing from slow moving vehicles. This mountainous two lane segment of US 395 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**.





National Forest News

Advisory

For Immediate Release

Reconstruction of Rock Creek Road Will Improve Access

Plan for Some Delays

Bishop, Calif., February 12, 2014 - Major reconstruction on the Rock Creek Road is planned for the duration of the 2014 and 2015 seasons.

The Federal Highway Administration (FHWA) has contracted and will oversee the project that will improve the road, widen it, and provide a bicycle lane.

The Rock Creek Road provides access to wilderness trailheads for the Little Lakes Valley, Mono Pass, and others. The area is noted for its exceptional scenery. Several campgrounds and resorts with cabins along the road are part of the recreational attraction as is fishing and horseback riding. The road itself is used by cyclists because of its challenge and its beauty.

"This project addresses a desire of the visiting public to have safer access up to the popular recreation areas along Rock Creek," said District Ranger Margaret Wood.

"We request your patience in the short-term during this project that will dramatically improve the experience in the long-term."

Weather dependent, the work is anticipated to start the beginning of May. This year, re-building of utilities and culverts is planned. Additionally, the reconstruction will begin along the upper part of the Rock Creek Road.

experience delays of up to 30 minutes. Additionally, at certain times, the road may need to be closed for longer periods of time, Monday through Friday. These closures will be planned approximately two weeks in advance so that recreationalists can plan their visit. Parking areas may be limited at times while construction work is completed.

Construction will be suspended for Memorial Day weekend, the Independence Day holiday, and Labor Day weekend in order to minimize delays.

U.S. Forest Service, Inyo National Forest
For Immediate Release
Contact: Deb Schweizer, (760) 873-2427

 Forward to a Friend

This message is sent to you by Yosemite Gateway Partners on behalf of The US Forest Service. Please share the information with other people in your community

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[Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).
Yosemite Gateway Partners | P. O. Box 888 | 20756 Point View Drive | Groveland | CA | 95321

From Bloomberg News

Gas-Tax Boost Best Way to Fund Highway Bill, Donohue Says

By Laura Litvan Feb 12, 2014 10:37 AM PT

Raising the U.S. gasoline tax above 18.4 cents a gallon is the “simplest and most straightforward” way to fund a long-term highway bill, the president of the nation’s largest lobbying group for businesses told Congress.

Lawmakers need to embrace a higher gas tax despite the backlash over a similar proposal two years ago that prevented approval of a six-year highway funding bill, [Thomas Donohue](#), the president and chief executive officer of the U.S. Chamber of Commerce, said today. The Chamber has endorsed legislation that would boost the tax by 15 cents a gallon over three years.

“For once, let’s do what’s right, not what’s politically expedient,” Donohue told members of the Senate Environment and Public Works Committee at a hearing in [Washington](#).

A lack of consensus on how to continue funding about \$50 billion-a-year in highway, bridge and mass transit projects beyond Sept. 30 led the [Congressional Budget Office](#) to warn that the federal government may have to delay some payments to states before the fiscal year ends. Committee Chairman [Barbara Boxer](#), a California Democrat who has proposed replacing the gas tax with a levy paid on oil at refineries, said she will advance highway legislation in April, though it won’t address funding.

“I’m hoping for a five- or six-year bill,” Boxer said.

Boxer said she will look to the Senate Finance Committee to decide how to fund the legislation.

Lack of Consensus

The Highway Trust Fund, which pays for road and transit projects, is projected to have a shortfall of about \$13 billion for fiscal 2015, the CBO [said](#) last week. Business groups have said infrastructure spending is needed to boost U.S. economic growth, while benefiting construction companies including [Caterpillar Inc. \(CAT\)](#)

[House Transportation](#) and Infrastructure Chairman Bill Shuster, a Pennsylvania Republican, said last week that he doesn’t think there’s enough support in Congress to raise the gas tax, and he suggested that spending cuts or revenues from oil and gas exploration on federal lands to fund projects. He also discussed the possibility of user fees to fund future highway construction that could include a vehicle mileage tax.

“I just don’t believe the American people -- there’s a will out there in the American public or in Congress,” he said when asked whether the gas tax should be raised at a Bloomberg Government Infrastructure event. “Even our president has said, you know that we’re not going to do that.”

Trumka’s Position

The gas tax makes up the lion’s share of financing for the highway trust fund, which had about \$37 billion in revenue in 2013. That amount included a few smaller sources of revenue, including a trucking diesel tax.

Boxer has said a higher levy paid on oil at refineries, which has been floated by research groups including Rand Corp. and the Carnegie Endowment for International Peace, could generate enough revenue to fund highways and mass transit for six years.

At today’s hearing, AFL-CIO President [Richard Trumka](#) warned lawmakers of a dire impact on the economy if a long-term measure isn’t approved by Congress this year. He told the panel that employment in the [construction industry](#) has fallen by 1.6 million from pre-recession levels.

While other forms of financing could help, including public-private partnerships, “most of these ideas have limitations and cannot raise enough revenue to replace the gas tax,” Trumka said in his written testimony.

State Control

Senators in both parties on the committee said that they want to see a five- or six-year bill, rather than a short-term extension of the current two-year law. At the same time, Donohue drew fire from Senator [Jeff Sessions](#), an Alabama Republican, who said spending cuts are more appropriate than a gas-tax increase.

“You want to raise taxes on Alabamians who need to commute to work, and you can spend the money however you want,” Sessions said.

In both congressional chambers, lawmakers affiliated with the Tea Party movement have sought measures that would turn authority for funding highway projects to the states. Senator [Mike Lee](#), a Utah Republican, introduced such a plan in November and five other senators have signed on so far. A similar bill introduced by Representative Tom Graves, a Georgia Republican, has 39 co-sponsors.

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Business and Labor Agree: Boost the Gas Tax

Friday, February 14, 2014 - 10:00am PST by [IRVIN DAWID](#)

[Government / Politics](#), [Infrastructure](#), [Transportation](#), [United States](#)

At a Senate Environment and Public Works Committee meeting on Feb. 12, leaders from big labor, big business, AASHTO, and AMTRAK testified to the importance of keeping the Highway Trust Fund solvent. The first two specified increasing the gas tax.

"U.S. Chamber of Commerce President [Tom Donohue](#) told the [Senate Environment and Public Works Committee](#) that increasing the gas tax would be "the simplest, most straight-forward, and most effective way to generate enough revenue" to cover an estimated \$20 billion per year shortfall in transportation funding," wrote [Keith Laing](#), The Hill's veteran transportation reporter.

The Chamber leader received back up from an unlikely source on Wednesday from [AFL-CIO President Richard Trumka](#), who told the panel, "The gas tax was last raised in 1993 when it represented 17 percent of the price of fuel; it now represents about five percent of the cost of fuel."

He agreed with Donohue in that boosting the federal gas tax, unchanged for two decades, was the way to go. Both agreed that a "user fee" approach made the most sense, as did committee chair, [Sen. Barbara Boxer](#) (D-Calif.), because of the "certainty" it provides.

Additional witnesses included Mike Hancock, president of the [American Association of State Highway and Transportation Officials](#) (AASHTO) who warned of "serious economic disruptions as early as this summer if USDOT delays reimbursements to

the states for projects already completed." [MAP-21](#), the current, two-year transportation bill expires on Sept. 31, 2014.

Hancock's testimony ([PDF](#)) suggested three options to deal with the impending insolvency of the [Highway Trust Fund](#) (HTF):

1. Provide additional General Fund transfers to the HTF in order to maintain the current level of highway and transit investment and meet prior-year obligations.
2. Provide additional receipts to the HTF by adjusting existing revenue mechanisms or implementing new sources of revenue.
3. Virtually eliminate new federal highway and transit obligations in FY 2015.

Finally, [Amtrak CEO Joseph Boardman](#) joined in. "We need a balanced Transportation Trust Fund that can provide investment in any surface mode-- including Highway, Transit, and Rail (both passenger and freight)," he said. However, Laing [notes](#) that "Amtrak traditionally receives about \$1 billion per year in funding from Congress, but the money is usually drawn from other places than the Highway Trust Fund."

Full Story: [Business, labor groups push for gas tax hike](#)

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