

# Mono County Local Transportation Commission

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## MINUTES

September 9, 2013  
(Adopted October 17, 2013)

**COUNTY COMMISSIONERS:** Tim Fesko, Larry Johnston, Fred Stump

**TOWN COMMISSIONERS:** Sandy Hogan **ABSENT:** Jo Bacon, Matthew Lehman

**COUNTY STAFF:** Scott Burns, Gerry Le Francois, Jeff Walters, Garrett Higerd, Nate Greenberg, C.D. Ritter

**TOWN STAFF:** Peter Bernasconi, Jessica Morriss

**CALTRANS:** No one

**ESTA:** Jill Batchelder, John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9:06 a.m. at the Town/County Conference room, Minaret Village Mall, Mammoth Lakes, and Commissioner Hogan led the pledge of allegiance.
2. **PUBLIC COMMENT:** None
3. **MINUTES:** August 12, 2013

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

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

### 5. ADMINISTRATION

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

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

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

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

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

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

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

Hogan noted Town has pavement management system.

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

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

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

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

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

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

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

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

## 6. LOCAL TRANSPORTATION ISSUES

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

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

## 7. TRANSIT

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

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

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

Commissioner Johnston recommended more-fuel-efficient buses.

**B. Yosemite Area Regional Transportation System (YARTS):** Scott Burns reported status quo for YARTS service despite Rim Fire. SR 120 could reopen by next weekend. Unused funding will keep shuttles going through September. Advisory Committee might meet on separate dates from main YARTS meetings.

8. **CALTRANS:** Caltrans staff is meeting with the tribe today.

9. **INFORMATIONAL**

A. **Entry signage on US Highway 6:** Welcome to Mono County, Wild by Nature.

B. **Rock Creek Road Improvement Project:** Eastside Velo sent a support letter. Garrett Higerd reported the environmental document is out, with 95% of design drawings approved. Project will go to bid in a couple of months, with construction during full summers of 2014-15. State toll credits of \$1 million can be used as Mono's match.

10. **UPCOMING AGENDA ITEMS:** 1) Caltrans quarterly report; 2) MOU comments 3) RTIP draft; 4) asset management (Greenberg); 5) Wild by Nature sign; 6) Benton Crossing road signs; 7) field trip to Glacier National Park next year on signage (visual from Glacier?); 8) LTC Handbook review; 9) ESTA ridership report

11. **ADJOURN** at 10:37 a.m. to Special Meeting Thursday, October 17, 2013.

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