

Mono County Local Transportation Commission

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SPECIAL MEETING AGENDA

October 23, 2017 – 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: 1) June 12, 2017; & 2) Sept. 11, 2017 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
 - A. 2018 RTIP (Regional Transportation Improvement Program) & MOU/Interregional Transportation Improvement Program (ITIP) funding needs. Discuss & provide desired direction to staff. (*Gerry Le Francois*) – **p. 9**
 - B. SB 1 status (*oral update by Town and County public works*)
6. **LOCAL TRANSPORTATION**
 - A. Winter debrief
 - B. Walk/Bike/Ride (*John Wentworth*)
 - C. Tioga Pass opening. Discuss & provide desired direction to staff. (*Scott Burns*) – **p. 21**
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. Receive update on July to September operating statistics & provide desired direction to staff (*Jill Batchelder*) – **p. 26**
 - B. Yosemite Area Regional Transportation System (YARTS) (*Michael Draper*)
8. **CALTRANS**
 - A. California's Critical Urban/Rural Freight Corridor Designation Process. Discuss & potentially adopt nomination similar to Inyo County's (*Austin West*)
 - B. Activities in Mono County & pertinent statewide information
9. **INFORMATIONAL**
 - A. California Transportation Commission letter – **p. 30**
10. **UPCOMING AGENDA ITEMS**

More on back...

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

11. **ADJOURN** to November 13, 2017

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

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

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DRAFT MINUTES

September 11, 2017

COUNTY COMMISSIONERS: John Peters, Fred Stump. **ABSENT:** Larry Johnston

TOWN COMMISSIONERS: John Wentworth, Shields Richardson, Sandy Hogan.

COUNTY STAFF: Scott Burns, Gerry Le Francois, Michael Draper, Garrett Higerd, Wendy Sugimura, CD Ritter

TOWN STAFF: Grady Dutton, Haislip Hayes

CALTRANS: Brent Green, Ryan Dermody, Bryan Winzenread

ESTA: Jill Batchelder

GUESTS: Courtney Smith, Inyo County Planning; Chris Lizza, Mono Market

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Peters called the meeting to order at 9:08 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. A moment of silence was held in honor of those who lost their lives in the terrorist attacks Sept. 11, 2001. Attendees recited pledge of allegiance to the flag.

2. **PUBLIC COMMENT:** Chris Lizza spoke on Tioga Pass and workforce housing as a skier/angler/hiker advocate as well as business owner. Usually Tioga talks occur in springtime. Maybe plan better in future. Opening dates have fallen farther back. Two issues: Caltrans to gate, NPS getting people through. Caltrans communicated well this year with tours and helicopter images. Caltrans uses bulldozers and excavators, whereas MMSA (Mammoth Mountain Ski Area) uses snowcats and is anxious to help. Better use of tools and personnel. Caltrans has lots of other jobs elsewhere. Recreational opportunities delayed. NPS (National Park Service) has interest in opening pass, but seems unwilling to open till facilities are operating. Lots more people coming up and over. People were recreating at Tenaya very first day open. 20' snowbanks are tourist attraction. Need to look for long-term rather than annual solutions. Task force for solutions?

Did MMSA help in past? Lizza noted NPS can't hire private contractors. Hogan recalled Town helped out. Peters participated in field trips, but County was not always there. Will address in winter debrief. NPS leadership's in flux. Need coordination to safely get things open. Thanks to Caltrans, safety factors were addressed. Stump indicated that responding to public comment is out of order. Mono has limited capacity to do much. Wentworth noted Mono's funding a recreation position.

3. MINUTES

MOTION: Continue minutes of June 12, 2017, to October meeting.

MOTION: Approve minutes of Aug. 14, 2017, as amended: 1) Item 4A, line 8: FLAP grant ~~\$.14~~ **\$24.5 mil**; and 2) item 6B, graph 2, line 2: Hogan wanted to ~~waive include~~ **YARTS**.
(Hogan/Richardson. Ayes: 4. Absent: Johnston. Abstain due to absence: Wentworth.)

4. **COMMISSIONER REPORTS:** **Stump:** No items. **Wentworth:** Weather station at Mammoth does not satisfy needs of NOAA (National Oceanic & Atmospheric Administration). Walk/Bike/Ride program is under way. **Hogan:** Truck signs on Sonora Pass installed in both directions. Thanks to Caltrans for traffic alerts. **Richardson:** 395/14 uphill earth moving occurring, wide roadway. **Peters:** Saw progress as well. Thanks to Dermody and crew for working through road closures, diversions, alternate routes. Slinkard fire addressed by agencies. Antelope Valley RPAC critical of contractors' demeanor (not Caltrans, but outsiders). Jeff Walters has relocated to Idaho, Dublino is interim public works director. Green Creek bridge replacement pleases citizenry at Virginia Lakes.

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

5. ADMINISTRATION

A. STIP (State Transportation Improvement Plan)/RTP (Regional Transportation Plan):

Gerry Le Francois noted lots of money out of Mono to provide safe travel. 2018 cycle \$19 million, max \$23 million. Three large projects: O/C (Olancha/Cartago) and Freeman Gulch segments 2 and 3 (overview at CTC meeting). No action needed today. LTC sometimes not want to overextend. Revolving bank account, loans to other entities.

How break out MOU projects from local projects but not jeopardize existing MOUs. How much for local?

Le Francois stated Airport Road was programmed in. Local needs exist.

When over hump for MOU projects to refocus dollars on local projects?

Winzenread recalled four-lane plan started in 1955, with 250 miles of 280 miles already upgraded. Three projects remain. Accident reduction, appreciated by southlanders who travel to condo in Mammoth. Last decade not lot of money into STIP. Last cycle had zero. SB 1 changes revenue streams, flow back for projects. Inyo and Mono chipped into MOUs. ITIP (Interregional Transportation Improvement Program) contributing back 40% share for Olancha/Cartago. \$49 million for construction. Inyo put in \$21 million, so share balance = \$1.3 million. Kern putting in 10% portion. Mono at 10% contribution. \$21 million chunk out there. CTC staff willing to have Inyo/Mono go into deficits. Over-program this cycle.

Stump noted Mono's backlog of deferred maintenance. Two projects: four-lane 395 south of Bridgeport and passing lanes north of Bridgeport. At minimum wanted Mono to continue money into deferred maintenance. Every supervisorial district has roads in need of maintenance. Not want to defer again. Come up with extra million, maybe turn corner, catch up. Town projects not funded in 2016 STIP. How does it all tie together?

Burns stated no formal policy, but Mono willing to do its share on State system. Le Francois confirmed no predetermined formulas. STIP guidelines hit bulk of money. SB 1 is new creature, greater SHOPP (State Highway Operation & Protection Program) component. Past LTCs worried about going into red.

Higerd cited staff report to BOS, recommendations for funding for SB 1, STIP cycle all interrelated. Separate from LTC, \$700,000 extra revenue from SB 1, increasing to about \$3 million/year about five years hence. Not enough to get ahead, but better than we were. Roads degrading at slower rate, but enough to stabilize degradation? STIP necessary funding source for bringing roads up to acceptable standard.

Is 40% adequate for local? Comes down to prioritization. Do we want to continue 40% share to Southern California? Still comfortable with that. Traffic comes from our guests.

Winzenread indicated part of \$19 million already programmed on O/C. Now about \$8 million to Mono. What are needs in relation to getting O/C project done?

What happens when projects are completed? Winzenread understood local pavement needs, but had passion for four-lane projects. Richardson cited accidents down south, and Winzenread recalled bad accident this year

Stump stated not either/or. Accidents occur on all roads. Supported MOUs, but asked if any left for local work. Can't deficit spend without deferring local work. Gets calls from neighbors. Winzenread thought local needs could be incorporated.

Wentworth thought it's been going on for decades. New 2040 Caltrans program redefining outlook. Need to look at future context to start planning. He cited Town infrastructure issues.

Asking for >40%? Yes.

Higerd noted next STIP is in hole with 2020, but better with SB 1.

Dutton stated Town applied for \$2.6 million for roundabout. Many moving pieces.

Peters indicated not at starting gate till pavement management system gets to BOS. How tackle backlog of known issues. \$700,000 from SB 1. Two-year gap not knowing how to move on program.

Winzenread mentioned ITIP piece, full amount of payback. Caltrans on ITIP piece Sept.15. Still draft form till December. Need projects farther along to take advantage of opportunities.

In his three years here Green noted CTC six engaged in STIP and RTIP. Politicking on what it will look like. Eyes on strength of MOU partners, what means for future. O/C in Inyo County = 40%. Still gap in construction. Mono and Inyo into negative share balance. Still have money programmed, but borrowing from future. Impact on other needs for STIP dollars. Consensus among LTC at CTC meeting. Caltrans taking to agency, trying to sell to take next step. Wants high level of confidence with CTC of commitment of all partners. One of challenging issues is payback of FG segment one.

Wentworth met with Le Francois on role of local gateway communities. Need conversation to understand how reframing for future, how rurals are engaged with State mandates.

Stump affirmed commitment to MOU projects. Only reservation is what's going where, impact it'll have. Ironic that State bureaucracy wants immediate action. Elected to advocate for his citizens, extend to entire Mono area. Say LTC is committed to MOU process, how much. Lack of information.

Hogan thought rack record on MOUs speaks for itself. Comes down to local prioritization. Betting on rise in revenue.

Dermody stated \$49 million extremely competitive. Other areas jump on ITIP money. Maybe funding pots for SR 203 at Caltrans.

Wentworth wanted time to figure out plan, to understand. MMSA now owned by Aspen, need town infrastructure ready.

Stump thought if not give clear direction, money could evaporate. Dermody indicated not have all information, money very competitive.

Peters appreciated CTC's coming here, seeing how many STIP cycles Mono has committed. Now faced with new commitment ask. Need bigger picture.

Winzenread stated Inyo and Mono know their commitment.

Stump suggested consensus to reiterate strong commitment to MOU projects, but no specifics due to lack of information. Le Francois saw no way to list as action item.

--- Break: 10:30-10:40 am ---

B. LTC Handbook: Scott Burns noted excerpt on alternates to serve in absence of regular members. Mono has not revisited since changes in membership occurred. Commissioner Johnston had strong opinion. ESTA board members can't serve.

Hogan served many years as alternate, attended every meeting. Former County Counsel Marshall Rudolph's preference was only one alternate. Would County Counsel open it up to same alternate for all? Significant commitment of time to stay up to speed, then just watch. Maybe not have two non-elected commissioners plus Hogan. Town has elected or designated staff.

Stump thought alternate who does not attend is in awkward position. Here less than five years, he confessed to still having trouble with Caltrans acronyms. Knowing history is important. BOS has two committed to ESTA, which leaves only three. Staff serve as alternates? Need someone aware of issues. Maybe Public Works staff who listens to discussions? Suggested pre-notice to find out if attendees would arrive at 8:55 so LTC could start at 9 am. Quorum is needed.

Burns will check with County Counsel on alternates. Stump noted his current alternate, Lynda Salcido, retired from Health Department and has accepted Behavioral Health special assignment. Should alternate attend each meeting?

Burns suggested advance attendance poll and requested that Mono Supervisors revisit alternate appointments.

6. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder noted June Lake free shuttle had 682 riders, up from 403 last year. Averaged 13-16/day. Met with Supervisor Gardner on future.

Reds Meadow had ~48 service days with 103,000 passengers, on par with previous year. PCTers (Pacific Crest Trail hikers) went north, so awkward pilot year at South Lake. Must be reapproved by ESTA board.

Wentworth mentioned Reds inter-valley shuttle. Holistic conversation with NPS on how to use NPS management plan?

Dutton mentioned turnaround for old Gray Line.

Stump reported damaged bus shelter at Toms Place. *Taped off, ESTA researching repair costs.* Stump suggested requesting funds from LTC.

B. Yosemite Area Regional Transportation System (YARTS): Michael Draper spoke with Dick Whittington, who announced Nov. 1 retirement. Sydney Kelly will take over at Oct. 23 board meeting. YARTS is participating at CTC (California Transportation Commission) meeting at Mammoth.

7. CALTRANS

A. Senate Bill 1: Ryan Dermody asked to defer till October.

B. Activities in Mono County & pertinent statewide information: Brent Green wanted to defer to CTC discussion.

8. QUARTERLY REPORTS

A. **Town of Mammoth Lakes:** Grady Dutton stated Minaret Road gap closure is moving forward. Lighting is an issue. Main Street sidewalk will be completed this year. Airport: FAA requires fence, but USFS biologists oppose. Town wants support to build fence.

B. **Mono County:** Garrett Higerd noted slurry seal project on North Shore Drive, Highlands and airport aprons. Washout occurred near Tom's Place from Rock Creek debris: \$86,000. Got most feedback on street rehabilitations for Antelope Valley, Mono City, Crowley Lake and Aspen Springs.

Peters emphasized hard work on grant eligibility by CDD staff and Caltrans. Potential project at Virginia Lakes, growing year-round residency. Possible permit parking scenario.

C. **Caltrans:** Ryan Dermody noted not all projects, just major. Sheep Ranch project three years. Virginia Lakes bid not awarded, too high. Maybe next summer.

Chalfant turn pocket? *Next quarterly.*

Lee Vining ADA? Green cited more rehabs with SB 1.

9. INFORMATIONAL

A. **SR 14 Lane Expansion:** Copy of email from constituent expressing concerns and benefits.

10. **CTC run-through:** Stump plans to attend meetings. Suggested points: 1) Let CTC know LTC is committed to MOU projects, actions with benefits across region; 2) Understand restrictions on alternative transportation. Town contribution to mass transit. 3) Impacts of freight movement by trucks. Tesla developments in Nevada affect US 395 and US 6. Smog not an issue here, but wood smoke is. Hybrids may be better solution than electric due to financial status of citizens. Can't mitigate Nevada or any other states can't control. Trying to increase efficiencies.

Hogan mentioned elevation as well. Topography/geography make us different. Green noted CTC not huge advocate of ZEVs (Zero Emission Vehicles).

Presenters showed overview for CTC. Wentworth will be master of ceremonies at CTC meeting.

11. **UPCOMING AGENDA ITEMS:** 1) Winter debrief; 2) walk/bike/ride; 3) Tioga Pass, informal; and 4) STIP.

12. **ADJOURN** to ~~October 9, 2017~~ holiday, so reschedule to Oct. 23

Prepared by CD Ritter, LTC secretary

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DRAFT MINUTES

June 12, 2017

COUNTY COMMISSIONERS: John Peters, Fred Stump. **ABSENT:** Larry Johnston

TOWN COMMISSIONERS: Dan Holler for Sandy Hogan, John Wentworth. **ABSENT:** Shields Richardson

COUNTY STAFF: Gerry Le Francois, Megan Mahaffey, Michael Draper, Wendy Sugimura. Paul Roten, CD Ritter

TOWN STAFF: Haislip Hayes

CALTRANS: Brent Green, Mark Heckman, Laurie Espinoza

ESTA: Jill Batchelder

GUEST: Megan Foster

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE: Chair John Peters called the meeting to order at 9:09 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

2. PUBLIC COMMENT: Haislip Hayes, Town of Mammoth Lakes, indicated Lakes Basin road is cleared, but no power or water, so USFS has not reopened. Thirty signs ordered, contractor to replace fencing, guard rails. Main Street sidewalk project moving forward, traffic controls upcoming. Horseshoe curb/gutter/drainage project out to bid. Soliciting RFQ (Request for Qualifications) for new airport terminal.

Brent Green, Caltrans, introduced Laura Espinosa from San Diego to replace retired Craig Holste.

3. MINUTES

MOTION: Approve minutes of May 8, 2017, as submitted (*Holler/Stump. Ayes: 4. Absent: Johnston, Richardson.*)

4. COMMISSIONER REPORTS: **Stump:** None. **Wentworth:** Advised Town Council about CTC meeting in fall. Ribbon cutting July 1. Sustainable recreation. Sherwins mountain bike trail. Built using soils we have to USFS guidelines. Trail is cross country, cruising, family-friendly (no e-bikes). Enviro field work this summer. Build trails every summer now. **Holler:** Multi-use trail. July 8-9 trails workshop. Mono funded fire crews on new trail. Walk/bike/ride to Town Council in July. SCE drawing down lake levels at June Lake. Campground/trail closures. **Stump:** Earthquake in 1800s, Agnew dam refurbished few years ago. Sky crane in June Mountain parking lot. **Holler:** No date on campground openings. **Wentworth:** Funding winter sports specialist, USFS liaison with Town, USFS budget cut coming up. **Peters:** Thanked Caltrans crew for SR 108, concerns about pack station. Huge impact for east side when it opens. New striping on Walker Canyon makes big safety difference. Spent time with Rep. Paul Cook, mentioned walk/bike/ride, CTC. Seemed supportive. Thanked Hayes/Dutton for meeting last week to understand Town goings on. USFS/trails: Looking at Humboldt-Toiyabe for assistance, Jeremy Marshall. Proactive approach with Bridgeport winter recreation area, yurt operators who want more for backcountry skiing opportunities in Dunderberg area. **Stump:** Policy differences in USFS regions 5 and 4. Found Humboldt-Toiyabe easier to work with. Inyo increasing mandatory snow coverage for snowmobiles, so decreasing use. **Wentworth:** Inyo staff will have final draft of Inyo Forest Plan by October so decision by early 2018. Get consistent policy framework across Mono. **Peters:** Randy Moore of USFS approved late commercial at Mammoth and Virginia lakes, crew of 40-50.

5. ADMINISTRATION

A. Unmet Transit Needs: Michael Draper mentioned May 8 meeting added new needs to update resolution. Two comments: Walker DAR (Dial-A-Ride) Fridays (unmet, but not reasonable to meet, as not meet farebox threshold), evening service at Mammoth Lakes (nighttime trolley already).

Stump disagreed about Walker, saying it is reasonable to meet. Community relatively isolated, citizens no longer able to drive. Friday Walker Senior Center happening. Lifeline service to some. To maintain healthy community north, should be reasonable to meet. More analysis OK with him. Seniors need support.

Wendy Sugimura quoted "reasonable to meet" in R98-01 with five criteria. LTC could choose to fund it anyway. Legal implication if unmet, reasonable, cannot dedicate funds to local roads.

Stump reviewed categories, no lifeline quality of life reference. Many routes are not cost effective, but considered lifeline service. Maybe amend R98-01 to include quality of lifeline service. Four days/week already failing to meet provisions.

Sugimura noted quality of life is addressed through necessity of life needs. Doing disservice to transportation issue. Look at State law.

Stump was interested in Walker DAR Fridays. Sugimura reminded LTC could fund it.

Holler suggested requesting another \$10,000 at budget time. Sugimura stated budget is zero sum, so if added, drop something else.

Peters wanted to find way to create service even though not sustainable unmet need. Fridays in Walker would be highest day of use. He requested full day Friday. Where would money come from? Sugimura cited LTC budget discussion. Excellent transit service exists in rural area. Don't have economies of scale. Peters affirmed psychological need on Friday. Consistent daily would increase use throughout week. Need is growing, hopefully use would as well.

MOTION: Approve Resolution R17-05 on Unmet Transit Needs and consider funding source (Stump/Holler. Ayes: 4. Absent: Johnston, Richardson.)

B. TDA (Transportation Development Act): Megan Mahaffey gave overview. TDA complies with RTP (Regional Transportation Plan), which is broken down into LTF (Local Transportation Funds) and STA (State Transit Assistance). LTF is based on estimate. ESTA did not include Walker DAR (Dial-A-Ride). Approve resolution as is, bring proposal to fund DAR by reserve.

Reserve roll over year to year? *Gets split. Excess allocated to Town & County.*

Authorize full amount for option 1 out of reserve, later decide option 1 or 2? *LTC would allocate portion of reserve for X up to that amount. Could allocate \$20,000 to fund DAR. Or next fiscal year.*

Holler noted no set policy for use of reserve. If move forward, increase ESTA.

Line item to meet need? Could put more in reserve later. *Reserve allocated for specific use (DAR), set aside for up to three years.*

Holler wanted to analyze use, see farebox. Reduce reserve by \$18,000, to ESTA for Antelope Valley.

Gear up by July? *Jill Batchelder noted moving 75% to 100% staffing, could be quick turnaround time.*

For June service? *Batchelder noted July 6 start.* Megan Foster saw enough time to publicize.

If not allocated through ESTA, where is it? *Pull out as separate line item. Current DAR through total service allocation to ESTA.*

Funding start from upstream? SB 1? *New funding source to supplement. Additional funding source would affect overall transportation.*

MOTION: Adopt R17-06 for LTF (Local Transportation Fund) allocation as amended to remove \$18,000 from reserve to allocate toward fifth day in Walker (Stump/Wentworth. Ayes: 4. Absent: Johnston, Richardson.)

Holler mentioned bike path program, connecting elements in it. On-road, separate path, or multi-use path. Leave funding in reserve.

Mahaffey cited \$36,418 for town bike path and \$36,602 for county bike path. Keep separate. Use only for bike/pedestrian.

MOTION: Approve Resolution R17-06 (Holler/Wentworth. Ayes: 4. Absent: Johnston, Richardson.)

MOTION: Approve Resolution R17-07 for STA (State Transit Assistance) allocation (Holler/Wentworth. Ayes: 4. Absent: Johnston, Richardson.)

C. OWP (Overall Work Program): Gerry Le Francois noted Caltrans changes are incorporated. Access to/from airport, not on site. Can't fund environmental. \$10,000 from Pavement to Trails, now \$15,000.

Any requirements from SB 1? *RPA from state budget. PPM tied to RTIP. SB 1 webinars. Potential new revenue.*

Airport access? Wrap into access road to airports? *RPA to get to facility only, not on site.*

From 395 exit to Town property? Yes.

Wentworth stated Mammoth's air quality is tied to NOAA weather station.

Stump noted Great Basin has system to assess PM-2.5 and PM-10, but not complete weather stations. Can't log on to get humidity, wind speed, etc. Requested tie APCD in with remote weather station near Bridgeport for avalanche.

Wentworth suggested Shady Rest meeting on next winter. Agencies need to figure it out. Joint Board of Supervisors/Town Council meeting June 18 will consider resources already queued up around recreation.

--- Break: 10:25-10:37 ---

NOTE: Teleconference to CAO Conference Room in Bridgeport was activated. No one there.

Re-vote earlier motions with Bridgeport input (no one present): Passed all as shown above (Holler/Stump. Ayes: 4. Absent: Johnston, Richardson.)

Reapprove minutes with Bridgeport input (no one present): (Stump/Holler. Ayes: 4. Absent: Johnston, Richardson.)

MOTION: Approve Minute Order M17-03 for final OWP authorizing \$10,000 from pavement to trails, clean up typos. (Wentworth/Holler. Ayes: 4. Absent: Johnston, Richardson.)

6. LOCAL TRANSPORTATION

A. End-of-winter debrief: Gerry Le Francois thought August or September. Johnston wanted fall, not winter. Outreach needed.

Le Francois suggested agency participation. Be inclusive. Long meeting. Other entities included Humboldt-Toiyabe, sheriff, CHP, MLPD, agriculture commissioner, ESTA, CPT, Marine base. Dates at next meeting. Agenda? *Agenda plus items.* Site? *Mammoth with teleconferencing.* Actions or info only? Stump: Should be learning. Communications problems on avalanche impact. Closures publicized. How do it differently with pre-staging resources. Institutional knowledge gone after earlier heavy winters, so relearning. Lack of action taking care of roofs resulted in damage.

Peters saw common thread as communication piece. How administer meeting?

Wentworth noted Town has consultant looking at communications program overall. Coordinate to hear input/output. Get trails coordinator.

Peters thought Town/Mono as lead, Stump wanted to break out priorities: health/safety, building effects. Stump suggested CAO/Holler/sheriff/MLPD chief/Caltrans decide on format.

B. CTC (California Transportation Commission) subcommittee: Gerry Le Francois spoke with Kern COG (Council of Governments), Caltrans District 9. CTC commissioners accustomed to urban/suburban format, sales tax revenue, self-help counties. West has different uses. Economic Development could do piece on tourist impact. Land use component. Economic struggle with revenue. Highlight Bridgeport Main Street, Lake Mary Bike Path, Rock Creek Road, Convict Lake Road, and Digital-395 broadband capacity.

Tack on stuff northbound? *Show improvements on MOUs.*

Wentworth mentioned netting going up at Olancho/Cartago. Le Francois reminded Inyo/Mono paying for project. Lots to highlight.

Le Francois suggested subcommittee: Wentworth, Peters, Courtney Smith, Kern COG, ESTA, Caltrans, and USFS. Local sales tax measures, tourist trips. Bring dollars outside pot of CTC money.

Stump wanted to let CTC know what Mono *doesn't* have – light rail, high-speed trains. Maximize what we do have; e.g., interconnectivity via ESTA from Reno to Lancaster to LAX. Local forethought. Importance of MOU projects someplace else.

Green stated Caltrans chief deputy and others may attend.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder quipped, "Welcome to grant season."

1. **MOTION:** Approve Resolution R17-09 for 5311 for 2017 apportionment funds of \$76,622 (Holler/Wentworth. Ayes: 4. Absent: Johnston, Richardson.)

2. **MOTION:** Approve Resolution R17-10 for 5311 for 2018 apportionment funds (Holler/Wentworth. Ayes: 4. Absent: Johnston, Richardson.)

3. **MOTION**: Approve Resolution R17-11 for 5311f funds (*Holler/Wentworth. Ayes: 4. Absent: Johnston, Richardson.*)
4. **MOTION**: Approve Resolution R17-12 for FY 2016-17 Transit System Safety, Security & Disaster Response Account Program allocation \$11,350 to solar real-time route information signs (*Holler/Wentworth. Ayes: 4. Absent: Johnston, Richardson.*)

ESTA updates: Bishop Creek route twice daily. Mammoth Express to extend lower rates, increased ridership.

B. Yosemite Area Regional Transportation System (YARTS): Michael Draper spoke with Dick Whittington, who had 1,300 reservations for 395 corridor. Cancellation notices up till June 24 due to pass closure. Nice thank-you letters on refunds. Most reservations on 395. Looking at obligations if high camps and stores not open. Green Bridge project outside El Portal has no structural problem.

8. CALTRANS

A. Activities in Mono County & pertinent statewide information: Laurie Espinosa stated still snowing on SR 108; SR 120 both sides reached crest last week; guardrail repair, rocks/debris cleanup, cornice, avalanche potential; large slide at Olmsted Point, trees to be removed; SR 203: snow removal beyond lodge starts today. SR 158: water on road last week due to water release.

Wentworth noted crushed structures at Tioga Pass Resort, so won't open at all.

Green indicated Walker canyon project started today. SHOPP (State Highway Operation & Protection Program) presentation in Sacramento on snow blowers, lively debate whether snow blowers are exempt from requirements. Work with manufacturer to upgrade equipment. Designed for clearing driveways, not "Sierra cement."

Stump identified primary pollutant as wood smoke or dust caused by wind. Stationary agriculture equipment exempted. Can be advocacy in Sacramento by local APCD (Air Pollution Control District). Equipment not right for job.

Green mentioned district directors met last week, unknowns on SB 1. Anticipate more accountability. Show SB 1 working. Images of 395 road conditions, do periodically. Most projects require extensive environmental review. Not to fruition till November 2018 election when repeal could come up. Get as many projects as possible. No money to support work crews until November. Use overtime as mechanism to develop projects. Highway maintenance is robust program. Prioritization of projects: Espinoza noted hiring plan, training, etc.

Green clarified Ryan Dermody handles planning, LTC interaction, whereas Espinoza heads operations. Philosophically, each team has its mission. Projects: maintenance or active transportation? Gray area on stewardship, cost. FHWA (Federal Highway Administration) liaison Fast Act levels should remain. TIGER (Transportation Investment Generating Economic Recovery) grants \$500 million not selected yet by FHWA (Federal Highway Administration).

Wentworth stated projects are queued up, looking at public/private funding. Sidewalks on 203, with efforts beyond highway considered. If housing is issue for Caltrans, contact. Holler mentioned housing needs assessment. Stump thought housing seemed to focus on buildings, not infrastructure, jobs, etc.; e.g., McGee Creek station. No easy solution to infrastructure due to cost.

Construction time frame? Delays? Green stated Caltrans will try not to overlap projects, limit blackout dates like July 4. Maybe stuck in several delays.

Peters wanted to get word to local communities on SR182 option.

9. **INFORMATIONAL:** Mono Basin Stewardship meeting in Lee Vining, June Lake Trails Day.
10. **UPCOMING AGENDA ITEMS:** 1) CTC; 2) winter debrief; 3) quarterly from DPW; 4) ESTA Gray Line; and 5) DAR Walker recap.
11. **ADJOURN** at 11:45 a.m. to July 10, 2017

Prepared by CD Ritter, LTC secretary

Mono County Local Transportation Commission

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: October 23, 2017

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2018 Regional Transportation Improvement Program (RTIP) Fund Estimate and MOU project funding

RECOMMENDATIONS

Receive overview by staff and Caltrans District 9 of 2018 RTIP and MOU / Interregional Transportation Improvement Program (ITIP) funding needs, and provide direction to staff.

FISCAL IMPLICATIONS

The RTIP funds local and regional transportation projects in Mono County and the Eastern Sierra.

ENVIRONMENTAL COMPLIANCE

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

RTP / RTIP CONSISTENCY

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

DISCUSSION

The RTIP occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. Staff is in discussions with Inyo County LTC and District 9 to present funding options for the remaining MOU projects on the 395/14 corridor. The remaining projects are Olancho/Cartago and Freeman Gulch segments 2 and 3.

The draft Interregional Transportation Improvement Program (ITIP) has been released and is very favorable to our region. Attached are portions of the ITIP recommendations from Caltrans, and an initial working draft of a proposed 2018 Mono RTIP.

ATTACHMENTS

- Selected pages from ITIP
- 2018 Mono RTIP draft

Draft 2018 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation
DIVISION OF TRANSPORTATION PROGRAMMING | OCTOBER 13, 2017



2018 ITIP Project List Proposal

1. **Cost increases to currently programmed highway projects:** 2014 ITIP projects carried forward into the 2016 ITIP did not have their project costs escalated/updated due to the funding constraints during 2016 ITIP cycle. Had the costs been updated, more projects would need to have been deleted from the program due to a lack of funding. During this cycle (2018 ITIP), Caltrans is updating costs for all currently programmed projects. A total of \$123,017,000 is necessary to fund the cost increases for the existing programmed projects as listed below. These expenditures are to be funded with the Base ITIP Capacity in the first two years (FY 2018-19 and FY 2019-20). Accordingly, most of the funding capacity available in the first two years is used by the currently programmed project cost increases.

Highway Projects with a Cost Increase (\$'s x 1000)					
Dist	Co	Rte	PPNO	Project	Total
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	\$10,782
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	\$11,160
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	\$1,816
08	SBD	58	0215C	Kramer Junction	\$50,098
05	SLO	46	0226J	Cholame	\$23,021
05	SBT	156	0297	San Benito Route 156 Improvement Project	\$19,568
09	INY	395	0170	Olancha and Cartago Expressway	\$6,572
					\$123,017

2. **Restore project components deleted during the 2016 STIP cycle:** Costs for each of these previously deleted projects has been updated. The costs are only for components deleted as part of 2016 STIP and being added back into the ITIP in the 2018 cycle.

Restored projects or project components (2016 STIP Deletions)					
Dist	Co	Rte	PPNO	Project	Total
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	\$1,800
05	SB	101	7101	South Coast 101 HOV Lanes	\$3,000
05	SLO	46	0226K	Route 46/41 Wye	\$25,000
06	FRE	41	6705	Excelsior Expressway	\$8,000
06	KER	14	8042B	Freeman Gulch Seg 2	\$1,960
06	MAD	99	6297	South Madera Ave 7- Ave 12	\$3,000
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	\$46,410
09	INY	395	0170	Olancha and Cartago Expressway	\$49,615
10	MER	152	5707A	Los Banos Bypass	\$1,000
10	MER	99	0161B	Livingston Widening Southbound	\$33,950
					\$173,735

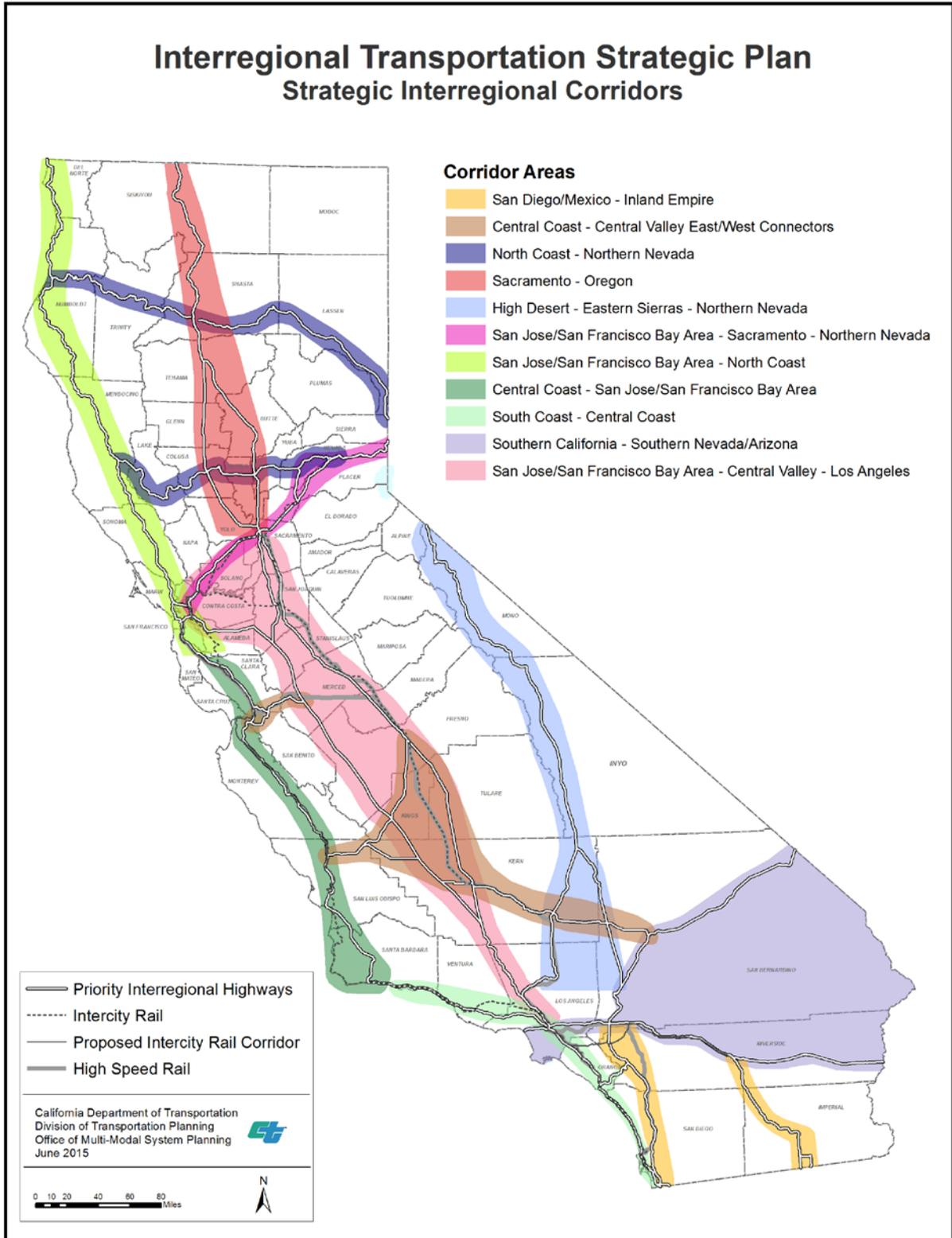


Figure 2: Strategic Interregional Corridors

Table 2: Carryover 2016 STIP Highway Projects with Carryover Funding Shown

Carry Carryover 2016 STIP Highway Projects with Carryover Funding Shown (\$'s x 1000)																		
Existing																		
Dist	Co	RTE	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	15,700	0	0	0	15,700	0	0	0	15,700	0	0	0	0	Cost Increase Shown Below.
01	LAK	29	3100	Segment 2C of the Lake-29 Expressway Project	13,060	900	12,160	0	0	0	0	0	11,160	0	750	150	1,000	Cost Increase Shown Below.
01	MEN	101	0125W	Willits Bypass - Relinquishment of Bypassed Route 101	3,096	3,096	0	0	0	0	0	170	2,926	0	0	0	0	No Change.
01	MEN	101	0125Z	Willits Bypass - Sherwood Road Geometric Upgrades	3,145	3,145	0	0	0	0	0	170	2,975	0	0	0	0	No Change.
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	13,100	1,900	0	11,200	0	0	0	550	10,000	0	1,000	350	1,200	See Changes Below
05	MON	156	0057C	Route 156 West Corridor	7,700	7,700	0	0	0	0	0	0	0	7,700	0	0	0	No Change.
05	SBT	156	0297	San Benito Route 156 Improvement Project	61,986	32,744	0	29,242	0	0	0	21,808	25,822	3,936	5,450	1,550	3,420	No Change.
05	SLO	46	0226J	Cholame	88,000	32,800	0	0	55,200	0	0	22,000	46,000	0	8,400	2,400	9,200	Cost Increase Shown Below.
05	SB	101	7101	South Coast 101 HOV Lanes	4,000	2,000	0	2,000	0	0	0	0	2,000	2,000	0	0	0	See Changes Below
06	KER	46	3386C	Route 46 Widening - Segment 4A	400	400	0	0	0	0	0	0	0	400	0	0	0	No Change.
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	3,488	3,488	0	0	0	0	0	1,850	0	0	1,200	438	0	See Changes Below
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	4,337	825	3,512	0	0	0	0	2,900	0	0	825	612	0	See Changes Below
08	SBD	58	0215C	Kramer Junction	194,838	117,543	46,700	30,595	0	0	0	18,387	139,427	8,600	8,000	4,756	15,668	Cost Increase Shown Below.
09	INY	395	0170	Olancha and Cartago Expressway	11,420	11,420	0	0	0	0	0	5,407	0	2,749	2,051	1,213	0	Cost Increase/Other Changes
09	INY	395	0170A	Olancha and Cartago Archaeological Pre-Mitigation	2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	0	No Change.
10	MER	99	0161A	Livingston Widening Northbound	2,870	2,870	0	0	0	0	0	10	0	800	2,050	10	0	See Changes Below
10	MER	99	0161B	Livingston Widening Southbound	5,000	5,000	0	0	0	0	0	200	0	1,700	3,000	100	0	See Changes Below
					434,140	225,831	64,372	73,037	70,900	0	0	73,452	258,010	27,485	33,126	11,579	30,488	

Table 3: Highway Projects with a Cost Increase

Highway Projects with a Cost Increase (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	10,782	2,141	0	0	8,641	0	0	0	6,982	0	1,983	158	1,659	Cost Increase (IIP/RIP)
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	11,160	3,589	0	7,571	0	0	0	1,736	6,551	646	956	251	1,020	Cost Increase (IIP/RIP)
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	1,816	1,310	506	0	0	0	0	1,310	506	0	0	0	0	Cost Increase (IIP/RIP)
05	SBT	156	0297	San Benito Route 156 Improvement Project	19,568	4,810	0	14,758	0	0	0	680	7,178	0	2,960	1,170	7,580	Cost Increase (IIP)
05	SLO	46	0226J	Cholame	23,021	5,800	0	0	17,221	0	0	0	15,200	0	5,500	300	2,021	Cost Increase (IIP)
08	SBD	58	0215C	Kramer Junction	50,098	12,563	37,535	0	0	0	0	6,310	33,203	334	4,580	1,339	4,332	Cost Increase (IIP)
09	INY	395	0170	Olancha and Cartago Expressway	6,572	6,572	0	0	0	0	0	4,513	0	999	873	187	0	Cost Increase (IIP/RIP)
					123,017	36,785	38,041	22,329	25,862	0	0	14,549	69,620	1,979	16,852	3,405	16,612	

Table 4: Restored Projects or Project Components (2016 STIP Deletions)

Restored Projects/Components (2016 STIP Deletions)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	1,800		1,800					900			400	500		Restore w/ Cost Increase
05	SB	101	7101	South Coast 101 HOV Lanes	3,000			3,000							3,000			Restore w/ component change
05	SLO	46	0226K	Route 46/41 Wye	25,000		25,000					9,400			13,200	2,400		Restore w/ Cost Increase
06	FRE	41	6705	Excelsior Expressway	8,000		8,000					3,500			3,000	1,500		Restore /w Cost Increase
06	KER	14	8042B	Freeman Gulch Seg 2	1,960		1,960								1,960			Restore PS&E w/ Cost Increase
06	MAD	99	6297	South Madera Ave 7- Ave 12	3,000		3,000							3,000				Restore w/ Cost Increase
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	46,410	1,410		45,000					39,000		1,410		6,000	Restore w/ Cost Increase
09	INY	395	0170	Olancha and Cartago Expressway	49,615					49,615			44,435				5,180	Restore w/ Cost Increase
10	MER	152	5707A	Los Banos Bypass	1,000	1,000									1,000			Restore w/ Cost Decrease
10	MER	99	0161B	Livingston Widening Southbound	33,950					33,950			29,450				4,500	Restore deleted amount
					173,735	2,410	39,760	48,000	0	83,565	0	13,800	112,885	3,000	23,970	4,400	15,680	

NOTE: Following deleted projects are not being restored

- 1) KER 14 Freeman Gulch Widening - Segment 1: The project has been delivered using RIP funding.
- 2) SB 395 Widening (Northern Segment) - This project is not viable for its huge price tag and no meaningful partnership. Low ITSP priority.
- 3) Madera 6-Lane Ave 12- Ave 17 (PPNO 5335): Design and R/W is being completed using local funds.

Table 5: Tagus South (PPNO 6400E) and Tagus North (PPNO 6400F) are proposed to be combined into a single project (PPNO 6400G)

Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	-49,898	-4,898	0	(45,000)	0	0	0	-1,850	(39,000)	0	(2,610)	(438)	(6,000)	
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	-32,427	-2,915	(3,512)	(26,000)	0	0	0	-2,900	(20,000)	0	(2,915)	(612)	(6,000)	
06	TUL	99	6400G	Tagus 6-Lane Widening	82,325	7,813	3,512	71,000	0	0	0	4,750	59,000	0	5,525	1,050	12,000	

Table 6: New Highway Projects and Project Components

Changes to Existing Highway Projects and New Component Programming (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	(5,900)	(1,900)	1800	(5,800)				250	(5,300)		(550)	200	(500)	Savings re-programmed (See below)
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	4,800			4,800					4,200				600	New Component
03	BUT	70	9801B	SR70 Passing Lanes (Segment 3)	10,900		2,300	8,600				650	7,500		750	900	1,100	New Project
05	SB	101	7101	South Coast 101 HOV Lanes	0			0					(2,000)		2,000			Reprogramming from CON to PS&E
05	SLO	46	0226L	Antelope Grade	15,494		15,494					3,024			10,300	2,170		New Project
05	SLO	46	0226K	Route 41/46 Wye	111,200					111,200			97,800				13,400	New Component
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	28,090	2,090		26,000					20,000		2,090		6,000	New Component and Cost Increase
10	MER	99	0161A	Livingston Widening Northbound	34,500					34,500			29,500				5,000	New Component
					199,084	190	17,294	22,500	13,400	145,700	0	3,924	151,700	0	14,590	3,270	25,600	

Project Profiles

Unlike the 2016 STIP Fund Estimate which resulted in the deletion of almost one third of the program, the 2018 Fund Estimate provides enough new programming capacity that allows the restoration of all except three projects which were deleted in 2016. Out of the three projects, two projects have been completed using other funds while the third project does not have a credible funding plan beyond the environmental phase. The programming capacity provided by the 2018 Fund Estimate also allows Caltrans to fund cost increases for some existing projects and to program new components for existing projects and new projects.

All projects that are being carried over (that includes projects which were deleted in 2016 but are being restored) and the newly proposed ones are within the ITSP's Strategic Interregional Corridors. All projects with the exception of Route 152 Los Banos Bypass project, are located on one of the Priority Interregional Facilities and are listed in the table below.

The 2018 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2015 ITSP.

Table 11: 2018 ITIP Projects and Associated Strategic Interregional Corridor

Strategic Interregional Corridors	Route	Project Description	District	County
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo
	Pac Surfliner	Raymer to Bernson Double Track Project	7	Los Angeles
	Pac Surfliner	Roscrans/Marquardt Grade Separation	7	Los Angeles
	Pac Surfliner	Laguna Niguel to San Juan Capistrano Passing Siding	12	Orange
	Pac Surfliner	San Onofre to Pulgas Phase 2	11	San Diego
Central Coast - San Jose/San Francisco Bay Area	US 101	South Coast 101 HOV Lanes	5	Santa Barbara
San Jose/San Francisco Bay Area - Sacramento - North Coast	US 101	Eureka/Arcata Corridor Improvement	1	Humboldt
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto, Turlock-Denair, and Fresno)	10	Stanislaus/Fresno
	152	Los Banos Bypass	10	Stanislaus
	SR 99	South Madera Ave 7-Ave 12 four to six lanes projects	6	Madera
	SR 99	Tagus 6 Lane Northbound & Southbound Widening	6	Tulare
	SR 99	Livingston Widening Northbound & Southbound	10	Merced
Sacramento Valley - Oregon	SR 70	Passing Lanes (Segments 1, 2, and 3)	2	Butte
	Capitol	Coast Subdivision Rail Corridor Improvements	4	Alameda
High Desert - Eastern Sierras - Northern Nevada	US 395	Olancho and Cartago Expressway	9	Inyo
	SR 14	Freeman Gulch Widening Segment 2	6	Kern
Central Coast - Central Valley East/West Connectors	SR 156	SR 156 West Corridor Study	5	Monterey
	SR 156	San Benito Route 156 Improvement Project	5	San Benito
	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno
	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo
North Coast - Northern Nevada	SR 29	Segment 2A, 2B, 2C of the Lake 29 Expressway Project	1	Lake

Figure 3: 2018 New ITIP Projects and Associated Strategic Interregional Corridors

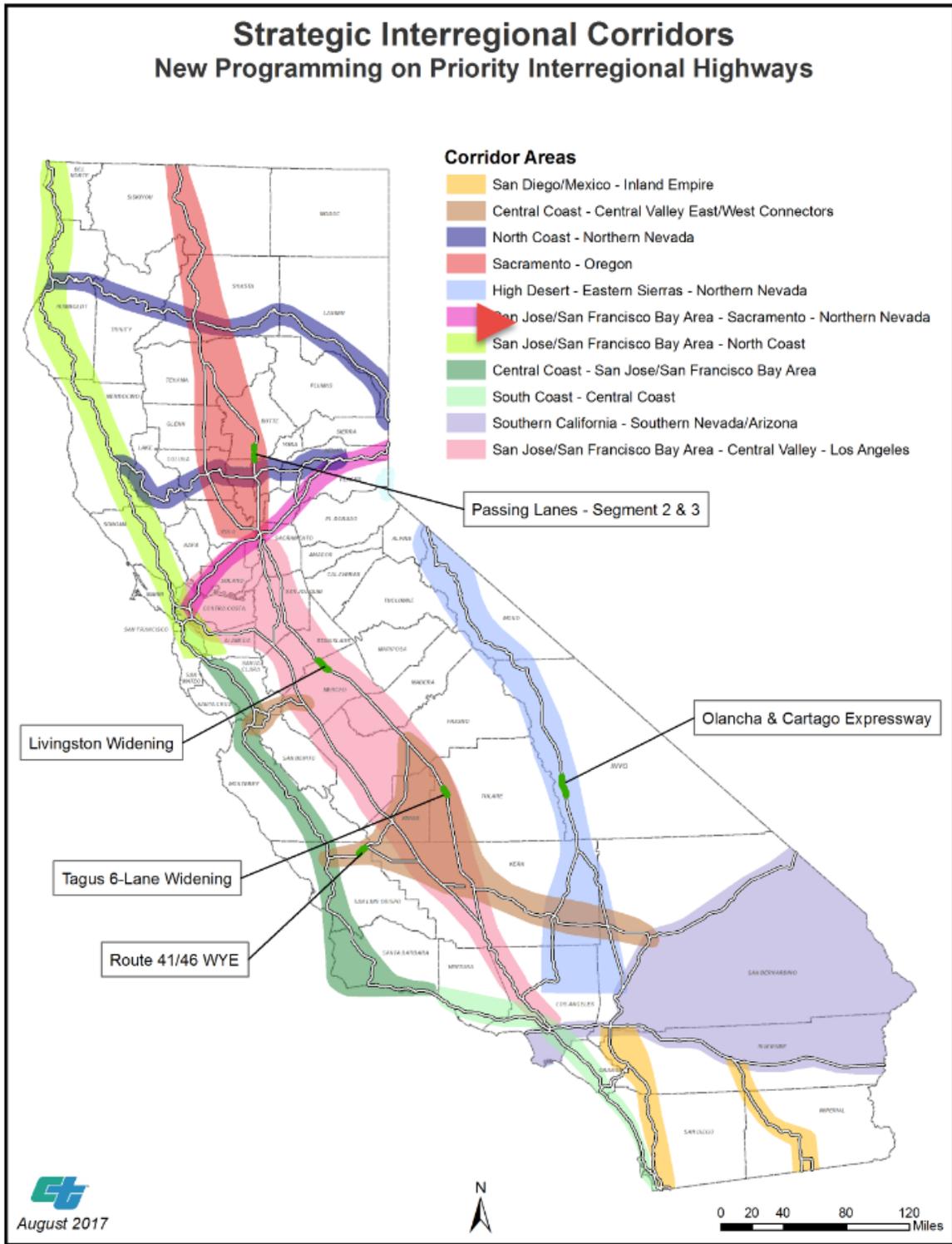
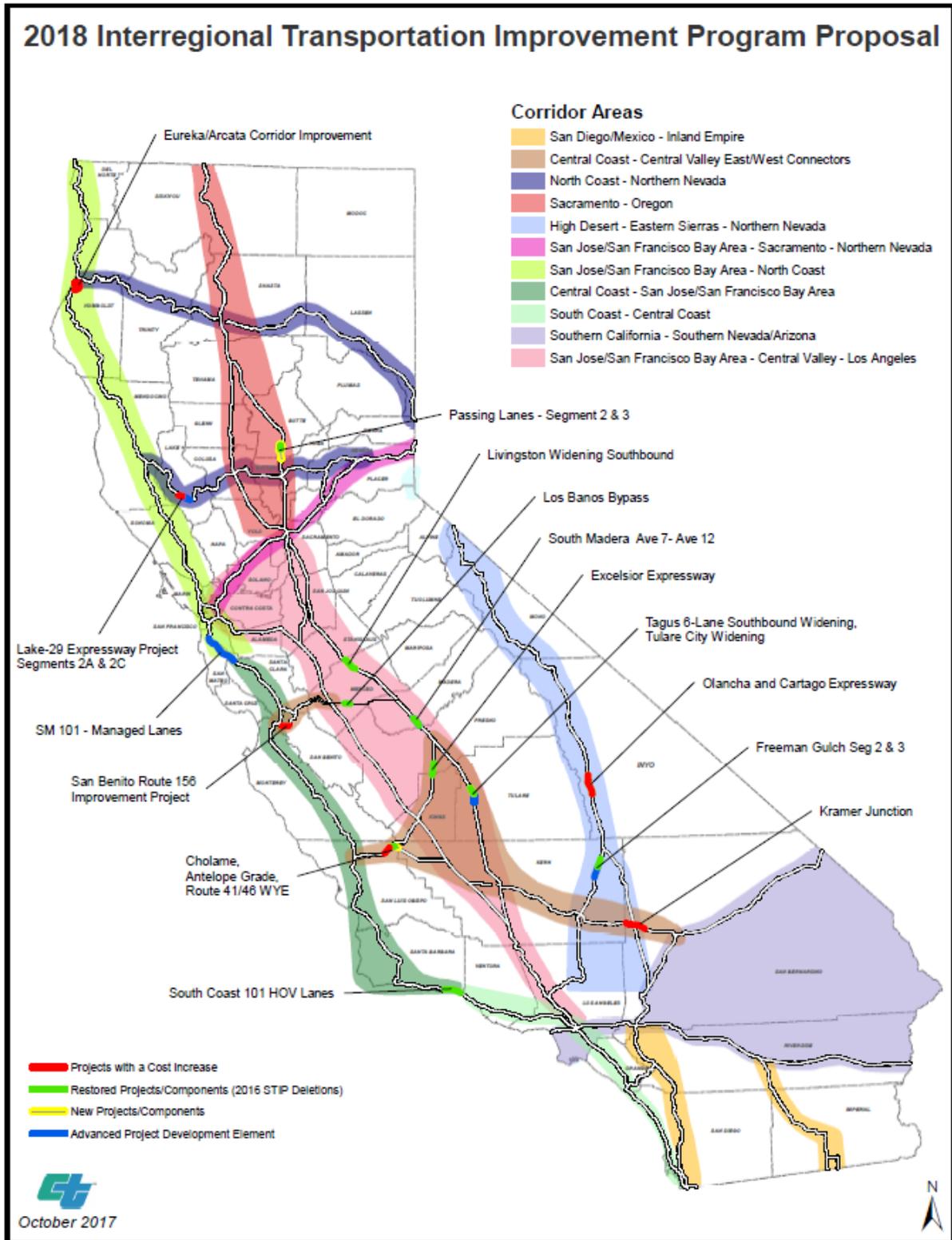


Figure 4: 2018 ITIP Projects and Associated Strategic Interregional Corridor



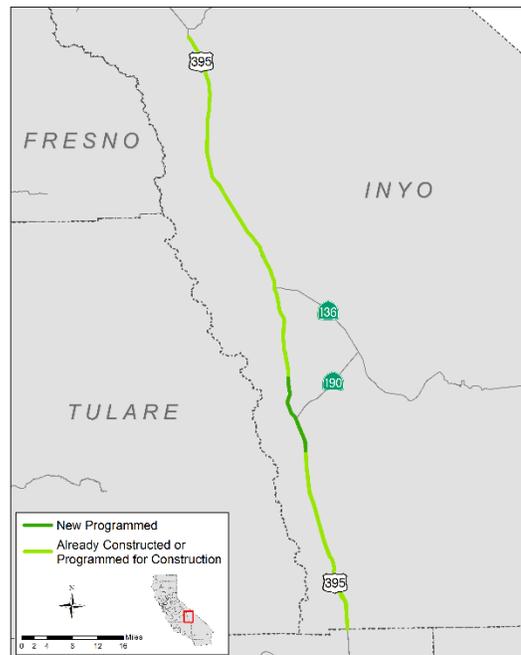
High Desert – Eastern Sierras – Northern Nevada Corridor

The High Desert – Eastern Sierra – Northern Nevada Corridor links the Los Angeles region to northern Nevada, including Lake Tahoe and Reno. It is an eastern California, north-south corridor and traverses the east side of the Sierra Nevada mountain range. The corridor serves local trips and interregional and interstate movement of people, goods, and recreational travel. It also provides lifeline accessibility for rural communities where there are no alternative routes to access goods and services or for detours in the event of a road closure.

OLANCHA AND CARTAGO EXPRESSWAY

The project has been developed in partnership with Mono, Kern, and Inyo counties which have been funding 60 percent of the project costs. During the 2016 ITIP, the construction funding was deleted. The 2018 ITIP proposes to restore construction funding. Mono and Inyo will restore their share of RIP funds. During the 2016 STIP, Inyo and Mono programmed additional shares to fully fund Route 14 - Freeman Gulch, Segment 1 in Kern County when Kern and Caltrans removed their RIP and IIP shares respectively due to the 2016 STIP funding shortfall. Caltrans is reprogramming their deleted shares in addition to their current share on Olancha and Cartago Expressway project. There is still a funding shortfall which is backfilled with regional STIP shares from Mono and Inyo counties.

The High Desert – Eastern Sierra – Northern Nevada Corridor is vital to the economy of the Eastern Sierra region. Goods movement along the corridor is significant as evidenced with 21.5 percent truck traffic. Traffic is a mix of slower recreational and commercial vehicles, local traffic, and faster passenger vehicles. Vehicles are traveling at higher speeds as they enter this section of highway from four-lane divided expressway on either side of the project location. All of these factors lead to queuing within the communities, driver frustration, and frequent unsafe passing maneuvers, resulting in a fatal accident rate that is 1.5 times the statewide average.



FREEMAN GULCH WIDENING; SEGMENTS 1 AND 2

These projects are along SR 14 which serves as principal access route into the Inyo and Mono County recreation areas from the Los Angeles basin. These projects will relieve congestion, provide significant safety benefits by separating the oncoming traffic with a divided median, and constructing passing lanes to breakup traffic queues. As described under Olanca Cartago project profile, Segment 1 is fully funded. The 2018 ITIP proposes to fund the design phase for Segment 2.



Southern California – Southern Nevada/Arizona Corridor

The Southern California–Southern Nevada/Arizona Corridor connects Southern California’s seaport gateways, and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three Interstate highways (10, 15, and 40) and parallel freight rail routes owned and operated by UPRR and BNSF. The region is the nation’s largest and most important freight gateway and corridor for international trade. Also, I-15 and I-40 link to the San Joaquin Valley via SR 58 and provide connectivity to the southern United States for the nation’s most productive agricultural region in the Central Valley.

The Southern California – Southern Nevada/Arizona Corridor is new to the interregional program. Caltrans, with its District offices, will work with the regional partners to identify new projects on the Priority Interregional Facilities identified in the ITSP.

MONO 2018 RTIP / DRAFT										(\$1,000's)							
Agency	Rte	PPNO	Project	Total	Prior	FY Totals					Component Totals						
						18-19	19-20	20-21	21-22	22-23	ROW	Const	PA & ED	PS & E	R/W sup	Con sup	
	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (w/Inyo), segment 1	8,982	8,982						950	6844		250	180	758
new	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (+ Inyo 130k), segment 2	260		260								260		
	Caltrans	14	8042C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3 (hold 2020 RTIP)													
	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)	500	500	500						500				
	Caltrans	395	170	Olancha-Cartago 4-lane expressway - total needed 10.9m	10,764	4,308			6,456			2542	6465	950	513	303	622
	Caltrans	395	8539	Kern, Inyokern 4-lane (10%)	310	310								310			
	Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3	575	575							575				
	Mammoth Lakes	203	2642	Lower Main Street Sidewalk Project (16s-17)	2,610	2,610							2610				
new	Mammoth Lakes			TOML project TBD	3,000												
	Mono County	loc	2603	Airport Road Rehabilitation Project	1,273	0	31	52	1,190			0	1,190	31	52	0	0
increase	Mono County	loc	2605	County-wide Preventative Maintenance Program	4,150	150	1,000		3,000			0	4,000	50	100	0	0
	Mono LTC	loc	2003	Planning, programming, and monitoring	675	135	135	135	135				675	0	0	0	0
new	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	200	0							400				
				New RTIP programming	17803												
				STIP target share for 2018	19562												
				STIP unprogrammed share balance	1759												
new	loan to Inyo 100% or >			Total unprogrammed share balance	1759												

Mono County Local Transportation Commission

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October 23, 2017

TO: Mono County Local Transportation Commission

FROM: Scott Burns

RE: TIOGA PASS OPENING

RECOMMENDATION

Receive public comment and following Commission discussion, provide any desired direction to staff.

REGIONAL TRANSPORTATION PLAN CONSISTENCY

The Regional Transportation Plan includes policy guidance regarding the opening and closing of Tioga Pass (see attached).

DISCUSSION

At the September LTC meeting, Lee Vining business owner and Mono County Planning Commissioner Chris Lizza addressed the Commission regarding Tioga Pass opening (see minutes). The Commission requested an item be placed on today's agenda to allow discussion of the item. This matter was also discussed at the Mono Basin Regional Planning Advisory Committee (MBRPAC) October 11. An excerpt from Draft minutes prepared by MBRPAC secretary Duncan King are noted below:

***Tioga Pass Opening Policy:** Long discussion on this topic. Many issues including use of old outdated equipment, not making use of Mammoth Mountain equipment and expertise, not following snow removal operation with simultaneous maintenance of guard rails, road surface etc., opening and closing policies, allowing access for winter recreation above the lower gate when the upper gate is closed. Bob Gardner will be attending the Gateway meeting this month to address these issues. Wayne Beaver commented on the lack of knowledge of the new workers and that they could benefit from talking with the 'old' guys, and how the Mountain always used to help out. It used to be there was a competitive spirit between the county and the Park Service to get the Pass open. Also this year, even when the Pass did open, the Forest Service facilities were not ready, restrooms and campgrounds were not open. People were camping and crapping everywhere. Also there is a huge washout in the road below Boler Canyon (Lisa to contact DWP).*

Mono County District 3 Supervisor Bob Gardener reports he attended the October 12 Yosemite Gateway Partnership meeting where the matter was discussed with Acting Superintendent Chip Jenkins. Superintendent Jenkins committed to attending a meeting on the topic in Lee Vining next month. Supervisor Gardner will confirm the meeting date in the near future.

ATTACHMENT

- RTP Yosemite Policies

Regional Transportation Plan Excerpt

Yosemite

GOAL 23. Yosemite National Park is a national and worldwide treasure that must be protected and preserved. Bordering the Park's eastern boundary, and serving as its only access point from Eastern California, Mono County is an important component of the Yosemite region. Through its transportation planning efforts, the Mono LTC will assist in the preservation and protection of the Park while still providing for visitor enjoyment, by strengthening the relationship between the Yosemite region and its eastern access through communities along the US 395 corridor.

Objective 23.A Support the Park's mission to preserve the resources that contribute to Yosemite's unusual character and attractiveness: its exquisite scenic beauty; outstanding wilderness values; diverse Sierra Nevada ecosystems; historic resources, including its Native American heritage; and its role in a national conservation ethic. These resources are to be made available for enjoyment, education, and recreation while leaving them unimpaired.

Policy 23.A.1. Management of Yosemite's congestion and access should be accomplished in a way that enhances the quality of life and quality of experience in gateway communities.

Policy 23.A.2. Coordinate with local plans when planning potential gateway corridor improvements to assist in dispersing transportation-related impacts from visitors to Yosemite. Develop an access plan with Caltrans, YNP, and the LTC.

Policy 23.A.3. The importance of Yosemite to the regional economy should be a primary factor when considering opening and closing dates for Tioga Pass.

Policy 23.A.4. Continue working with Yosemite National Park on traffic and parking-related issues to provide the best visitor experience while supporting environmental preservation within the Yosemite region.

Policy 23.A.5. Transit-related infrastructure should maximize consideration for the environment; e.g., convenient, well-signed transit stops with appropriate safety and environmental considerations, including pedestrian and bike linkages.

Objective 23.B. Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 23.B.1 In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that complement the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

Policy 23.B.2. Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.

Policy 23.B.3. Promote the Mono Yosemite Trail as an access route for alternative travel modes.

Policy 23.B.4. Maintenance and improvement projects on SR 120 should focus on accommodating alternative transportation modes, particularly cycling. Provide connections to trails, appropriate signage, and staging areas for cyclists.

Policy 23.B.5. Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on SR/Highway 120 both within and outside the Park.

Policy 23.B.6. YARTS should continue to provide transit service from the Eastern Sierra to Tuolumne Meadows and should seek to formalize national park funding to sustain that service.

Policy 23.B.7. YARTS should accommodate bicyclists and hikers and their gear. YARTS transit facilities should include bike lockers at transit stops and bike racks at key locations. The National Park Service is encouraged to provide bike rentals in Yosemite, and a bike sharing program in key locations, such as Yosemite Valley.

Objective 23.C. Encourage diversity in visitor destinations and experiences.

Policy 23.C.1. The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:

- a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra; i.e., staying in the Eastern Sierra and using YARTS for day trips to Yosemite.
- b. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
- c. Promoting YARTS' marketing efforts to include information about gateway attractions, including activities, attractions, amenities and trip itineraries.

Policy 23.C.2. Plan for and promote the concept that the Yosemite experience begins or ends in Mono County. Marketing the Yosemite experience should be a countywide effort.

Policy 23.C.3. Provide facilities that support a diversity of visitors, including a diversity of lodging types, staging for a variety of activities, and providing information in several languages.

Objective 24.D. Provide for safe and consistent access through Yosemite National Park to its eastern gateway.

Policy 24.D.1. To facilitate visitor travel planning and provide some certainty for local gateway economies, the LTC should work with Yosemite National Park to guarantee opening and closing dates for Tioga Road (SR/Highway 120 West).

Policy 24.D.2. Promote opening the areas along SR 120 to Tioga Pass as soon as conditions are safe.

Policy 24.D.3. Consider using pricing mechanisms as a means to fund Tioga Road opening activities; work with Yosemite National Park to ensure that a portion of entry fees are set aside to fund road opening.

Policy 24.D.4. Accurate and timely information about conditions in the Park should be available in the gateway communities.

Policy 24.D.5. Maintenance and improvement projects on SR/Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas, and/or a fast lane/express lane for buses and pass holders (e.g., Wawona Road). Facilities for cyclists and pedestrians should include trailhead parking retention, signage, safe road crossings, etc.

Objective 24.E. Develop transportation infrastructure that supports access to and within communities along the US 395 corridor.

Policy 24.E.1. SR/Highway 120 should remain a trans-Sierra highway open to through traffic for as long as conditions allow. Road-opening policies should promote late closures and early openings based on road conditions.

Policy 24.E.2. Support improvements to key access routes to Mono County and the eastern gateway corridors.

Policy 24.E.3. Resource management decisions in the Park (e.g., changes in allowable land uses, access, and overnight accommodations) should consider associated impacts to gateway communities and access corridors.



STAFF REPORT

Subject: Operating Statistics July - September 2017

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 279,839 passenger trips in Mono County between July 1, and September 30, 2017. The passenger trips per hour were 22.26, which is down by 18.6% compared to the previous fiscal year.

	July - September 2017	July - September 2016	Percent Change
PASSENGERS			
Adult	223,331	266,684	-19.4%
Senior	1,290	1,169	9.4%
Disabled	1,132	981	13.3%
Wheelchair	20	39	-95.0%
Child	52,471	69,825	-33.1%
Child under 5	1,595	2,737	-71.6%
TOTAL PASSENGERS	279,839	341,435	-22.0%
FARES	\$430,443.98	\$582,795.90	-35.4%
SERVICE MILES	208,763	212,771	-1.9%
SERVICE HOURS	12,570	12,930	-2.9%
PASSENGERS PER HOURS	22.26	26.41	-18.6%

Eastern Sierra Transit received \$430,443.98 in passenger fares during the first quarter of FY 2017-18. The average passenger fare was \$1.54. When the fixed routes within the town of Mammoth are excluded from the calculation, the average fare per trip was \$3.80.

Farebox Comparison

Route	JUL - SEP 2017	JUL - SEP 2016	% Change
Mammoth Express	22.18%	16.82%	5.36%
Walker DAR	6.67%	7.32%	-0.65%
Bridgeport to Gardnerville	14.98%	10.03%	4.95%
Mammoth DAR	7.20%	7.41%	-0.21%
June Lake	0.24%	1.72%	-1.48%
Reno	58.29%	69.71%	-11.42%
Lancaster	32.02%	46.32%	-14.29%
Reds Meadow	134.61%	137.26%	-2.66%

Ridership compared to the previous fiscal year was down, with the current year having 61,596 fewer riders. The heavy snow year caused a late start of the Reds Meadow Shuttle. This late start caused a drop of 57,198 passenger trips on the Reds Meadow Shuttle, which accounts for 92.8% of the ridership reduction in Mono County.

Ridership Comparison

Route	JUL - SEP 2017	JUL - SEP 2016	Variance	% Change
Mammoth Express	1,268	1,348	-80	-5.93%
Walker DAR	675	589	86	14.60%
Bridgeport to Gardnerville	147	84	63	75.00%
Benton to Bishop	62	74	-12	-16.22%
Lakes Basin	35,780	36,412	-632	-1.74%
Purple	19,665	25,668	-6,003	-23.39%
Trolley	105,069	94,148	10,921	11.60%
Measure U / Specials	5,948	5,189	759	14.63%
Mammoth DAR	982	993	-11	-1.11%
Reno	2,630	2,687	-57	-2.12%
Lancaster	1,972	1,749	223	12.75%
Reds Meadow	104,959	162,157	-57,198	-35.27%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. For the 395 Route the efficiency standard is passenger miles per service hour. Many of the routes met or exceeded the standards set by the Short-Range Transit Plan (SRTP), including the Mammoth Express, Lakes Basin Trolley, Purple Line, Trolley, Measure U Routes, Reno, Lancaster routes and Reds Meadow. The most rural areas of Walker and Benton continue to be below the standard along with Mammoth Dial-A-Ride and June Lake Shuttle.

Passenger per Hour Comparison

Route	JUL - SEP 2017	JUL - SEP 2016	% Change	SRTP Standard
Mammoth Express	4.50	3.29	36.8%	2.5 – 3.5
Walker DAR	1.44	1.57	-8.1%	2.5 – 3.5
Bridgeport to Gardnerville	1.72	0.97	77.6%	2.5 – 3.5
Benton to Bishop	1.68	1.86	-9.6%	2.5 – 3.5
Lakes Basin	27.96	28.43	-1.7%	18 - 20
Purple	19.45	25.42	-23.5%	18 - 20
Trolley	25.65	38.98	-34.2%	18 - 20
Measure U	52.02	51.04	1.9%	18 - 20
June Lake	1.70	0.71	140.4%	3.0 - 5.0
Mammoth DAR	1.73	1.90	-8.6%	3 – 4.5
Reno	403.77	424.73	-5.2%	100-200 pax miles/svc hr
Lancaster	267.60	305.42	-14.1%	100-200 pax miles/svc hr
Reds Meadow	37.62	40.17	-6.3%	18 - 20

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI
MONO ROUTES																	
<i>JUL - SEP 2017</i>																	
Mammoth Express	\$7,095.33	947	194	37	7	48	35	1,268	345	282	11,874	11,675	5.60	.61	4.50	42.2	0.11
Walker DAR	\$1,898.20	27	84	546	0	18	0	675	499	468	4,018	3,409	2.81	.56	1.44	8.6	0.20
Bridgeport to G'Ville	\$1,013.25	13	134	0	0	0	0	147	102	85	2,759	1,890	6.89	.54	1.72	32.3	0.08
Benton to Bishop	\$331.00	6	28	23	0	4	1	62	67	37	2,983	1,680	5.34	.20	1.68	80.7	0.04
Lakes Basin	\$0.00	27,814	0	19	0	7,947	0	35,780	1,372	1,280	16,844	15,930	.00	.00	27.96	13.2	2.25
Purple	\$0.00	16,071	0	2	0	3,592	0	19,665	1,040	1,011	14,827	14,503	.00	.00	19.45	14.7	1.36
Trolley	\$0.00	85,330	0	11	0	19,728	0	105,069	4,200	4,096	51,393	49,882	.00	.00	25.65	12.5	2.11
Meas U / Specials	\$0.00	5,779	0	0	0	169	0	5,948	118	114	3,080	1,009	.00	.00	52.02	26.9	5.89
Mammoth DAR	\$1,798.40	375	57	206	0	18	326	982	578	567	1,773	1,546	1.83	1.16	1.73	3.1	0.64
June Lake	\$76.00	592	0	18	0	72	0	682	424	400	8,963	8,014	.11	.01	1.70	22.4	0.09
Reno	\$69,431.30	1,937	483	137	9	61	3	2,630	950	813	36,231	33,561	26.40	2.07	3.23	44.5	0.08
Lancaster	\$30,333.50	1,441	310	133	4	47	37	1,972	724	627	31,236	30,028	15.38	1.01	3.14	49.8	0.07
Reds Meadow	\$318,467.00	82,999	0	0	0	20,767	1,193	104,959	3,195	2,790	39,588	35,636	3.03	8.94	37.62	14.2	2.95
Total	\$430,443.98	223,331	1,290	1,132	20	52,471	1,595	279,839	13,612	12,570	225,569	208,763	1.54	2.06	22.26	17.9	1.34
<i>JUL - SEP 2016</i>																	
Mammoth Express	\$7,825.90	1,021	152	41	10	72	52	1,348	504	410	17,472	17,052	5.81	.46	3.29	42.7	0.08
Walker DAR		\$1,670.70	4	80	483	0	22	0	589	400	375	2,839	2,425	2.84	.69	1.57	7.6
Bridgeport to G'Ville	\$688.50	8	70	6	0	0	0	84	99	87	2,499	1,728	8.20	.40	.97	28.9	0.05
Benton to Bishop	\$391.50	16	20	36	0	0	2	74	82	40	3,658	1,821	5.29	.21	1.86	91.8	0.04
Gray	\$0.00	5,994	0	3	0	3,965	0	9,962	1,036	1,011	19,501	19,163	.00	.00	9.85	19.3	0.52
Lakes Basin	\$0.00	27,290	0	11	0	9,111	0	36,412	1,381	1,281	16,591	15,665	.00	.00	28.43	13.0	2.32
Purple	\$0.00	20,199	0	0	0	5,469	0	25,668	1,041	1,010	12,237	11,897	.00	.00	25.42	12.1	2.16
Trolley	\$0.00	76,152	0	105	0	17,891	0	94,148	2,489	2,415	32,242	31,239	.00	.00	38.98	13.4	3.01
Meas U / Specials	\$0.00	4,927	0	1	0	261	0	5,189	107	102	1,089	1,006	.00	.00	51.04	10.7	5.16
Mammoth DAR	\$1,709.80	363	110	86	18	33	383	993	530	524	2,104	1,838	1.72	.93	1.90	4.0	0.54
June Lake	\$719.50	343	0	0	0	32	0	375	558	529	11,093	10,547	1.92	.07	.71	21.0	0.04
Reno	\$70,439.50	2,072	447	104	8	52	4	2,687	764	690	29,175	28,143	26.21	2.50	3.89	42.3	0.10
Lancaster	\$29,425.50	1,299	290	105	3	27	25	1,749	467	421	19,499	19,216	16.82	1.53	4.16	46.4	0.09
Reds Meadow	\$469,925.00	126,996	0	0	0	32,890	2,271	162,157	4,816	4,037	57,395	51,031	2.90	9.21	40.17	14.2	3.18
Total	\$582,795.90	266,684	1,169	981	39	69,825	2,737	341,435	14,273	12,930	227,394	212,771	1.71	2.74	26.41	17.6	1.60

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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October 4, 2017

Mr. Scott Burns
Director
Mono County Community Development Department
& Local Transportation Commission
P.O. Box 347
Mammoth Lake, CA 93546

Director Burns,

On behalf of the California Transportation Commission, (Commission) we would like to thank you and your staff; particularly Gerry La Francois, for all your efforts regarding our recent Mono County Town Hall meeting. The lineup of presenters at the meeting was a testament to the relationships you and your team have built over many years. We were impressed with the speakers' breadth and depth of knowledge regarding issues in the Eastern Sierra. The presenters did an excellent job of answering questions and adapting their presentations to thoroughly inform not only our Commissioners, but everyone in attendance on the unique transportation issues in Mono County.

The tour provided spectacular views and substantive information regarding the transportation challenges and opportunities in rural areas. The inclusion of Eastern Sierra Transit and Mammoth Mountain staff on the tour provided both Commissioners and Commission staff with the opportunity to understand the working relationship between those agencies and the Mono Local Transportation Commission. In addition, please thank Sandy Hogan for the wonderful knowledge she imparted on the history of the area.

This event was truly memorable, you and your team's hard work putting it all together is very much appreciated. Thank you again for hosting the Commission.

Sincerely,


SUSAN BRANSEN
Executive Director

cc: Gerry La Francios