

Mono County Overall Work Program 2019-2020

2019/20 OWP
Adopted June 10, 2019

with staff changes / clarifications highlighted in yellow based on a conditionally approved OWP from District 9
September 2019

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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% of the county population. During periods of heavy recreational usage, the town of Mammoth Lakes' population approaches 35,000.

Approximately 94% 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% 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 US Highways 395 and 6. Communities along US 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 US 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for US 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant. It is expected that Hwy 6 will see an increase in truck traffic due to recent technology industry development in Nevada. This will continue to be a concern as both Benton and Chalfant have safety concerns with Hwy 6 being used for goods movement and community main streets.

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 Wheeler Crest Community experienced a tragic wildfire event in February of 2015, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 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.

Benton, Hammil, and Chalfant, located along US 6 in the Tri-Valley area, have been influenced by the communities of 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. SR 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 planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

An increase in air travel to and from the Eastern Sierra has triggered substantial improvements in past years at Mammoth Yosemite Airport. Winter air service from Mammoth Yosemite Airport includes nonstop flights to Los Angeles, San Francisco, San Diego, and Las Vegas, Nevada. Year-round air service is available to Los Angeles.

An increase in population and recreational use, 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), which was established through a joint powers agreement between Inyo County, Mono County, Bishop and Mammoth Lakes in 2006, is the transit provider in Mono County. ESTA assumed summer shuttle service to the Reds Meadow / Devils Postpile and winter transit service from Mammoth Mountain within Mammoth Lakes several years ago. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. 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, Inyo and San Bernardino counties to improve the Hwy 14/395 Corridor and transit service to the south. Interregional transit service is provided between Carson-Reno and Lancaster via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining and enhancing 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 (RPACs), Citizen Advisory Committees and community meetings for input and comment from community members. The LTC also relies on its Social Services 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 Gwaitu Paiute tribe of the Benton Reservation. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, BLM, USFS, the Town of Mammoth Lakes, and Mono County. Tribal representatives 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, 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 four 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 MAP 21 FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The ten planning factors for a rural RTPA addressed in the 2019-20 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;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

WORK ELEMENT 100-12-0

AGENCY ADMINISTRATION AND MANAGEMENT

OBJECTIVE

To provide management and administration of the Overall Work Program, conduct the day-to-day operations of the agency, and provide support to the Commission and its committees.

DISCUSSION

This element provides for the development and management of the Commission’s Overall Work Program, coordination, preparation of the Commission’s meeting agendas, and support for the agency’s personnel management and operational needs.

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review status of current OWP activities and deliverables	LTC	Quarterly
2.	Develop priorities for new OWP	TOML, Mono Co, ESTA	January – March 2020
3.	Prepare amendments as necessary to 2019-20 Overall Work Program: work program amendments, agreements, and staff reports	LTC	As needed
4.	Prepare draft and final 2020-21 Overall Work Program: work program amendments, agreements, and staff reports	LTC	March - June 2020
5.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC	LTC	As needed
6.	Prepare agendas and staff reports for advisory Committees and the Commission	LTC, TOML, Mono Co, ESTA	Monthly
7.	Prepare quarterly reports and invoicing for Caltrans	LTC	quarterly

END PRODUCTS

- FY 2018/2019 Overall Work Program Closeout Reporting
- FY 2019/2020 Quarterly Reports, budget, and financial statements. Quarterly
- FY 2019/2020 Overall Work Program Amendments. As needed
- FY 2020/2021 Overall Work Program. March 2020 (draft) June 2020 (final)

- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7000	\$20000	\$27000
PPM FUNDING			
TOTAL FUNDING			\$27000

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

The purpose of this Work Element is to monitor and amend as needed and submit the Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff.

DISCUSSION

The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis
- Comply with the state 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, housing and other general plan elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the update
- Address Americans with Disability Act needs and increase mobility and access throughout the region to public buildings and facilities as part of the update
- Comply with the California Environmental Quality Act, including Greenhouse Gas analysis requirements

PREVIOUS WORK

An amendment to the RTP, with certified Environmental Impact Report was adopted on Dec. 11, 2017. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town’s Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into an 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/FAST ACT was adopted December 2015 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2020
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2020
3.	Implement evaluate & 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	County & Town	2019 - 2020

	Element of the General Plan & summary of TOML Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	Summer 2019
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County/Town	As Needed
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas checklist for 15183 streamlining	County	Fall 2019
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2020
8.	Conduct supplemental environmental review if necessary, for RTP adoption	County	Fall 2019
9..	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	Fall 2019
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	Fall 2019
11.	File Notice of Determination	County LTC	Fall 2019

END PRODUCTS

The Regional Transportation Plan is required to be updated every four years. As RTP work continues, minor amendments will be conducted as necessary and incorporated into the RTP as needed.

- Create a Green House Gas checklist for streamlining CEQA reviews for future projects.
- Draft and final RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$7000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 201-12-1

REGIONAL TRAILS

OBJECTIVE

The goal of this Work Element is to develop, analyze, and coordinate trail alignments throughout Mono County and the Town of Mammoth Lakes. The Town of Mammoth Lakes and Mono County will continue trail development as a way to provide non-motorized alternatives for residents and visitors.

DISCUSSION

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping and data management, for the development and maintenance of a Web Application for the trails system. Staff will incorporate previous studies into this GIS task (e.g. Mono County Recreation Access Tool, etc.). Project Study Reports (PSRs) and any related work on specific trail development or implementation will be funded with PPM funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for multi-use trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. The Regional Planning Advisory Committee's (RPACs) have been active in identifying community level trail planning. A draft trail concept has been completed for the June Lake Down Canyon trail.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	2020
2.	Develop trails plans/concepts for trail system components county – wide	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	2020
5.	Develop base mapping and data asset development - inclusion of trails	County/Town	Spring 2020
6.	Web Application Development for trails system	County/Town	Spring 2020
7.	Trail Counter Data Management	County/Town	Fall 2019
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails Plan	County/Town	2020 to 2021
11.	Conduct Economic Impact Analysis of trails for visitors and residents	County/Town	Ongoing
12.	Conduct user demand and destination/origin Studies	County/Town	Ongoing
13.	Conduct trailhead development studies	County/Town	Ongoing

END PRODUCTS

- Develop a GIS base mapping, data asset development for the identification of future pedestrian and non-motorized mobility improvements that could support development of PSR's and PID's
- Conduct Trail user counts and studies
- Develop Trail concepts between community areas and recreational facilities
- Grant submittals to implement multi use trails within communities

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$22000	\$22000	\$44000
PPM FUNDING	\$4000	\$5779	\$9779
TOTAL FUNDING			\$53779

WORK ELEMENT 202-16-1

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION

OBJECTIVE

This work element allows for tracking current legislation, ongoing evaluation of local transportation conditions/issues as well as consistently monitoring all regional transportation planning to ensure consistency with the most recently adopted Regional Transportation Plan.

DISCUSSION

Regional transportation is a changing environment that must be monitored to remain up to date on legislation, funding opportunities and current planning efforts. The purpose of this Work Element is to stay current on legislation and potential funding sources for implementation as well as review plans and environmental documents for impacts to and consistency with the Regional Transportation Plan, including Inyo Forest Plan Update, and Federal Highways Long-Range Transportation Plan.

PREVIOUS WORK

This work element that has been separated out to highlight legislation tracking and planning document review to ensure consistency in all planning efforts with the adopted Regional Transportation Plan. Examples include:

- Proposition 6 that would have repealed a 2017 transportation law's taxes and fees designated for road repairs and public transportation (SB 1) and
- SB 152 that proposes to amend the Active Transportation Program.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plans and initiatives of other agencies related to transportation	County/Town	Summer 2019
2.	Track transportation legislation and California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates and Bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and Bulletins	County/Town	Ongoing
5.	Transportation related public meetings and follow up	County/Town	Summer / Fall 2019
6.	RTP integrating of TOML Mobility Element update	County/Town	Ongoing
7.	RTP / Housing Element coordination – RTP goes to a 4-year adoption cycle	County/Town	Fall 2019

END PRODUCTS

- Consistency amongst regional plans and RTP
- RTP – 4-year adoption cycles (2019, 2023, 2027, etc.)
- YARTS short range transit plan to be incorporated and referenced into 2019 RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$7000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 300-12-0
REGIONAL TRANSIT PLANNING AND COORDINATION

OBJECTIVE

The purpose of this Work Element is to support and integrate the recent and ongoing planning efforts by ESTA and YARTS with the RTP and Mono County and Town planning processes. To review, plan for, and coordinate transit system capital improvements, including transit stops, vehicles, signage or other informational material as needed.

DISCUSSION

The Short-Range Transit Plan **and Coordinated Human Services Plan** of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Yosemite Area Regional Transit System (YARTS) recently completed a Short-Range Transit Plan. Coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling, and signage improvements.

This includes holding an annual public transit workshop to identify general transit issues as part of Town and LTC's goals. Also included, will be at least one public workshop to address the LTC's mandated Unmet Needs process. The goal of the Unmet Needs process is to solicit input of transit-dependent and transit-disadvantaged persons, including elderly, persons with disabilities, and persons of limited means.

PREVIOUS WORK

This is an ongoing annual work element that helps identify **and clearly delineate between the unmet transit needs process and the general transit workshops evaluating the areas that have unmet transit needs as well as ensure effectiveness of the regional transit system.** Annual Seasonal Transit maps analysis, schedule and signage.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans including stakeholder meeting and outreach effort	County, Town, ESTA, LTC	Summer 2020
2.	Seasonal transit workshop – these would be general transit needs meetings with TOML, RPAC groups and other interested nonprofits	County, Town, ESTA, LTC	Ongoing – Winter 2020
3.	Identify & analyze summer and winter routes, schedule & signage changes (if any) for winter transit map	County, Town, ESTA, LTC	Winter 2019 / Spring 2020
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, ESTA, LTC	Ongoing
4. 5.	Collect Unmet T ransit needs for community	County, Town, ESTA, LTC	Ongoing December - June 2020
5. 6.	Incorporate Intelligent Transportation System (ITS) Plan policy into transit plans	Caltrans, ESTA, County	2020
6. 7.	Transit grant reporting and management	County, Town, ESTA	As needed

END PRODUCTS

- Identify Unmet and regional transit needs for annual Local Transportation Fund allocation in June of each fiscal year (community meeting agendas, comments, and outcomes for both a) Unmet Transit needs and b) general transit needs that might be contractual issues or services that could be potential pilot routes)
- Winter and summer transit map analysis and schedule development
- Incorporate YARTS Short Range Transit Plan (adopted 2019) into 2019 RTP
- Incorporate any transit related ITS components into 2019 RTP

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7000	\$5000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 501-15-0
AIRPORT ACCESS PLANNING

OBJECTIVE

The purpose of this work element is to incorporate ground access to airports and other related issues into local transportation planning efforts.

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, prevention of land use conflicts around airports, traffic management, and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed. Studies will serve to coordinate transit and travel efforts with other OWP work elements. The three public airports are Mammoth Yosemite (TOML), Lee Vining (Mono Co), and Bryant Field (Mono Co).

The Airport Land Use Commission (ALUC) is an independent body responsible to protect safety, public health, and welfare by ensuring the orderly expansion of airports. Since ALUC meets on an as needed basis, staff is exploring the opportunity of combining the ALUC into the LTC.

PREVIOUS WORK

The Town and County have completed an Airport Layout Plan (ALP). There is a need to update access and compatibility plans for the area surrounding airports. The Town and County have begun working with FAA (Federal Aviation Administration) on the Airport Capital Improvement Program documents, which includes, among other things, a new three-gate terminal and additional aircraft parking apron for the Mammoth Yosemite airport. The FAA is currently reviewing conceptual project description and is determining whether the project will require a NEPA Environmental Assessment or an Environmental Impact Statement. All RPA funds will focus on land use and transportation planning at airport facilities.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to airport access and traffic management planning	Town, County	Ongoing
2.	Airport Land Use Compatibility Plans	County	Ongoing
1. 3.	Conceptual site planning and circulation layouts on getting the public to the airport (Airport Road coordination and timing)	Town, County	Ongoing
4.	Ground service demand and user studies	Town, County	Ongoing
2. 5.	Consider LTC as a designated body for ALUC	Town, County	Fall 2019

END PRODUCTS

- ~~Airport planning documents for airport facilities~~
- Conceptual land side circulation and layout designs **along Airport Road (for instance, coordination with TOML and timing of the Airport Road rehabilitation project)**
- ~~TOML User demand and use studies~~
- ALUC and LTC integration

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$2500	\$1500	\$4000
PPM FUNDING	\$2500	\$1000	\$3500
TOTAL FUNDING			\$7500

WORK ELEMENT 600-12-0

REGIONAL TRANSPORTATION FUNDING

OBJECTIVE

The purpose of this Work Element is to research funding sources for regional transportation efforts and gain grant funding for transportation planning and capital projects, including researching and applying for grants.

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital 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. This work element is funded by either RPA or PPM funds depending on the level of detail of the funding source sought after for transportation planning or a transportation specific project.

PREVIOUS WORK

This work element has included pursuing a range of local, state and federal funding opportunities including:

- Community Based Transportation Planning Grant for district transportation planning;
- Sustainable Communities: June Lake Loop Active Transportation Plan
- Sierra Nevada Conservancy Grant under Prop 68 – Town of Mammoth Lakes
- Active Transportation Program (ATP) funding
- Local Measures U and R to support transportation planning for capital improvements and programming; and
- Administer and implement awarded grants as needed.
- Letter of Support to both Inyo County LTC (Olancha Cartago) and Kern COG (Freeman Gulch) on two separate federal INFRA competitive grants

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research state, federal grants availability, requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	Transportation/Transit Planning grant applications with a regional transportation nexus - RPA funds only.	Town, County & LTC	Ongoing
3.	PPM or construction grant applications – project specific needs for grants that allow construction funding (Federal Recreation Trails Program or others) - PPM funds only	Town, County & LTC	Ongoing
4.	Transportation Planning Grant Applications opportunities	Town, County & LTC	Ongoing
4. 5.	Final deliverable(s) <ul style="list-style-type: none"> • grants applications that have applied for under items 1 and 2 • List of grants that were considered, but not applied for during FY 19/20 or support to other departments on transportation grants. 	Town, County & LTC	Ongoing

END PRODUCTS

- Identification of funding sources for Transportation related projects(PPM funds) and planning (RPA funds)
- Grant applications as appropriate (Sustainable Communities grant for June Lake Loop, and Sierra Nevada Conservancy Grant) RPA funds will only be used for planning grants with a regional transportation nexus.
- List of grants considered, or support/studies provided for construction projects to other agencies on transportation grants (funding will be broken out for planning and project specific components related to construction)

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2019-20 RPA	\$3000	\$3000	\$6000
PPM FUNDING	\$7500	\$12500	\$20000
TOTAL FUNDING			\$26000

WORK ELEMENT 614-15-2

ALTERNATIVE FUELING STATION CORRIDOR POLICY

OBJECTIVE

To establish policies to guide and promote siting of Electric Vehicle (EV) charging and Zero Emission Vehicle (ZEV) fueling infrastructure to support regional and interregional use of alternative fuel vehicles.

DISCUSSION

The Town has installed Tesla charging stations at the Mammoth Park and Ride site. This has encouraged evaluation of installations in other areas of Mono County such as Gus Hess Park in Lee Vining. Participate with other regional agency partners, as needed, to support EV opportunities along the US 395 and SR 6, 14, and 120 Corridors.

PREVIOUS WORK

Guidance for this effort has been established by Eastern Sierra Electrical Vehicle Association, local commission interest and state policy. There is currently a revised policy under review by the LTC (Mono County & TOML).

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1	Review adjacent County & TOML policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	Summer 2019
2.	Identify issues, opportunities & constraints pertaining to EV facilities within communities & along major highway corridors and regional attractions including Yosemite. Participate with other regions in support of EV awareness and/or infrastructure.	County	Summer/Fall 2019
3.	Inventory & assess potential sites suitable for EV & ZEV facilities	County	Ongoing
4.	Identify permit streamlining & funding strategies for EV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Ongoing
5.	Revise draft & conduct applicable environmental planning review, draft policies with LDTAC, applicable RPACs & Planning Commission	County	Summer 2019
6.	Present final report for adoption by Board of Supervisors & LTC into the 2019 RTP update	County	Fall 2019

END PRODUCTS

- List of opportunities & constraints
- Inventory of potential sites for EV / ZEV
- Incorporate revised goals, policy and standards into the 2019 RTP update

ONGOING TASKS

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$7000	\$12000
PPM FUNDING			
TOTAL FUNDING			\$12000

WORK ELEMENT 616-15-0

COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT

OBJECTIVE

To systematically assess emergency access needs and identify potential routes to accommodate these needs for unincorporated communities.

DISCUSSION

There is an ongoing need to systematically assess emergency access needs in communities in Mono County. With the ongoing climatic fluctuations, there is an increased need for hazard mitigation and to identify potential routes to accommodate these needs for unincorporated communities.

PREVIOUS WORK

This is a new work element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Cal Fire policies, land management agency plans, and master plans for fire protection districts.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	On going
2.	Review new access requirements of Cal Fire	County	On going
3.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Fall of 2019

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC
- Regional winter Response / Future needs assessment

ONGOING TASK

This work element is scheduled for completion in summer or fall of 2019.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$1000	\$1000
PPM FUNDING			
TOTAL FUNDING			\$1000

WORK ELEMENT 617-15-0
COMMUNITY WAY-FINDING DESIGN STANDARDS

OBJECTIVE

To develop community municipal way-finding standards for communities to enhance safety, promote economic development and tourism, identify non motorize options for residents and visitors, and support community trails and scenic byway initiatives.

DISCUSSION

A complete system is desired for unincorporated communities to enhance safety, promote economic development and tourism and support community trails and scenic byway initiatives. The Town of Mammoth Lakes has a way-finding program that provides consistency in trails as well as a record locator system for improved safety. This work element includes exploring cost effective ways to implement similar design standards across the region.

PREVIOUS WORK

Past contributing efforts include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and Standards, and community trails plans. Draft guidelines completed for both Town and County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth wayfinding)	County	Summer 2019
2.	Review community policies (area plans & RTP)	County	Ongoing
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County	Ongoing
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County, TOML	Ongoing
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County	Ongoing
6.	Present final to PC, BOS & LTC. Incorporate into Regional Transportation Plan update	County	Fall 2019

END PRODUCTS

- Alternative Concepts
- Draft document

- Final report
- Incorporate wayfinding standards into the Regional Transportation Plan

ONGOING TASK

This work element is nearing completion.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$5000	\$4000	\$9000
PPM FUNDING			
TOTAL FUNDING			\$9000

WORK ELEMENT 700-12-0

REGIONAL PROJECT STUDY REPORTS

OBJECTIVE

The purpose of this Work Element is to develop Project Study Reports (PSR) and Project Initiation Documents (PID), as a vehicle for determining the type and scope of project that will be developed to address deficiencies in the RTP.

DISCUSSION

Project Initiation Documents are planning documents used to determine the type and scope of a project. Project Study Reports are a type of PID document that include 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. A PSR is a project initiation document which is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

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.

PREVIOUS WORK

Project Study Reports performed under this work element include:
Main Street Phase I through III, Lee Vining Airport, and Bryant Field

WORK ACTIVITY

	WORK ACTIVITY	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 & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete sighting, engineering, and technical studies to support the development of PSR’s and PID’s	Town, County	Project list of priorities	ongoing
4.	Conduct public outreach and research to support the development of PSR’s and PID’s			
5.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.
- Reports and studies to support document development
- Public outreach and research to support potential future projects

ONGOING TASK

This is an ongoing RTP/RTIP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$35000	\$41221	\$76221
TOTAL FUNDING			\$76221

**WORK ELEMENT 701-12-1
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP) UPDATE**

OBJECTIVE

The purpose of this Work Element is to keep an updated Regional Transportation Improvement Program.

DISCUSSION

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 are to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2020 RTIP
- Begin draft a 2020 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2018 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of 2018 RTIP,
- Consistency determination of the 2018 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2018 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	Quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2020 RTIP	LTC/Caltrans	Sept 2019
3.	Monitor regional projects (MOU) for any necessary changes	LTC	Sept 2019
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2020 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	December 2019

END PRODUCTS

- Maintain 2018 RTIP for 2020 RTIP development and inclusion of TOML projects
- Preparation of 2020 submittal to CTC
- Adoption of 2020 RTIP

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2018 RTIP and preparation and adoption of the 2020 RTIP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$2000	\$2000
PPM FUNDING			
TOTAL FUNDING			\$2000

WORK ELEMENT 800-12-1

INTERREGIONAL TRANSPORTATION PLANNING

OBJECTIVE

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 RTPAs, ongoing Eastern California transportation planning efforts. This also includes improved access and coordinated planning efforts to national forests and parks.

DISCUSSION

This work element includes coordinating 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. Interregional Transportation Planning includes:

- Attending meetings once a quarter or as needed;
- Updating MOUs as necessary with partner agencies and Eastern California Transportation Planning Partnership;
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties;
- Attend RCTF meetings once a quarter & phone conferences as available;
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS; and
- Collaborative work with Inyo National Forest and Park Service for Reds Meadow Road.

PREVIOUS WORK

This work has included attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP. This Work Element ensures a continued regional approach to transportation planning in Mono County. Red's Meadow EIR complete and Feasibility in process.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	Ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	Ongoing
3.	Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	Quarterly
4.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed
5.	Coordinate with staff and partner agencies for the Transportation Commission meetings	County, LTC, Town	Itinerary/tour for CTC & staff, overview of	as needed

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs and coordinate funding for each agency
- Work with Rural Counties Task Force (RCTF) on statewide matters including SB1 concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$2000	\$5000	\$7000
PPM FUNDING			
TOTAL FUNDING			\$7000

WORK ELEMENT 803-13-1

MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING

OBJECTIVE

The purpose of this work element is to 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.

DISCUSSION

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 maintenance 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.

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2020

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$500		\$500
TOTAL FUNDING			\$500

WORK ELEMENT 804-15-1

COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS

OBJECTIVE

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measures for application to neighborhoods and community areas. This work element is also to keep Town of Mammoth Lakes Road Standards up to date.

DISCUSSION

Adopted and maintained standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Town of Mammoth Lakes and Mono County communities. RTP policies require transportation improvements to consider complete streets and other traffic calming measures.

PRIOR WORK

Mono County Road Standards, Town of Mammoth Lakes Road Standards

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Ongoing
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	Town, County	Ongoing
3.	Develop and maintain menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	Town, County	Update as needed
4.	Compile draft standards, conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission	Town, County	As needed
5.	Examine priorities & funding sources for traffic calming improvements	Town, County	As needed
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	Town, County	As needed

END PRODUCTS

- Community issues, opportunities & constraints
- Community parking configurations, deploy radar speed feedback signs (Bridgeport)
- Draft goals, menu, guidelines, standards, and workshop agendas

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$2000	\$2000
PPM FUNDING			
TOTAL FUNDING			\$2000

WORK ELEMENT 900-12-0

PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES

OBJECTIVE

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation. **Regional Transportation Plan (RTP) policies support different modes of travel and reduction of VMTs.**

DISCUSSION

The Town and County evaluates a number of transportation locations and facilities on a regular basis, collecting data and performing analysis to monitor issues and progress toward transportation objectives. These reports are used to plan and evaluate future transportation projects, including safety, multimodal infrastructure, vehicle use, **vehicle miles traveled**, etc. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs. The County reviews plans of various entities/agencies for compliance with existing plans and policies, including possible alternatives/modifications.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies;
- Pedestrian / **bike** user counts;
- Evaluate and analyze regulatory and warning sign issues; and
- Assess planned improvements impacting transportation facilities for planning consistency
- **Better address planning efforts and VMTs within TOML**

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report
- North Village cut through Study

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
3.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
4.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan, TOML Mobility Study planning needs update	LTC, County	Ongoing
5.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town, County	6/30/20
6.	Street parking management studies.	Town, County	6/30/20
7.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs	Town, County	6/30/20

	at departure points including shelters, next bus notifications, Wayfinding, trash/recycle facilities.		
8.	Perform traffic volume, speed studies, turning movement studies, sight distance studies	LTC, County & Town	Ongoing
9.	Pedestrian / bike user counts	LTC, County & Town	Ongoing
10.	Evaluate and analyze regulatory and warning sign issues	LTC, County & Town	Ongoing
11.	Assess planned improvements impacting transportation facilities for planning consistency with Mobility Element and VMTs	LTC, County & Town	Ongoing

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan
- Various transportation reports and studies to support planning efforts specifically:
 - Staff support on the Mobility Element update to help identify future projects under walk, bike, ride
 - Mobility Hub planning
 - Planning support on traffic model inputs (VMTs, different land use generation rates, and seasonal nature of transportation modes within TOML)

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$23000	\$20000	\$43000
PPM FUNDING			
TOTAL FUNDING			\$43000

WORK ELEMENT 902-12-2

REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT

OBJECTIVE

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software, to support current monitoring and transportation planning activities.

PURPOSE

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.

PREVIOUS WORK

Annual purchase of equipment to replace old and/or damaged items.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/20
2.	Final Deliverable(s)	Town, County	6/30/20

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	TOWN	COUNTY	TOTAL
2019-20 RPA			
PPM FUNDING	\$5000	\$7000	\$12000
TOTAL FUNDING			\$12000

WORK ELEMENT 903-12-1
REGIONAL ASSET MANAGEMENT SYSTEM

OBJECTIVE

The purpose of this Work Element is to develop and maintain a GIS-based Infrastructure and Asset Management Program and associated data sets for County- and Town-maintained roads.

DISCUSSION

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within an order to have the best possible data for current and future projects. Data from the program 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 wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report all transportation related infrastructure including 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 findings into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

MAP-21/FAST ACT performance measures for rurals are optional now – but consider the points below.

PREVIOUS WORK

Mono County has developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. This program is being expanded to track all transportation assets including pavement condition index.

WORK ACTIVITY

- 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
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	Ongoing
2.	Develop & maintain pavement condition index data	County, Town	Ongoing
3.	Develop & maintain transportation asset data	County, Town	Ongoing
4.	Data collection & maintenance program	County, Town	Ongoing
5.	Data collection of accident reports	County, Town	Ongoing

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports
- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA		\$30000	\$30000
PPM FUNDING		\$44000	\$44000
TOTAL FUNDING			\$74000

WORK ELEMENT 908-14-1
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 with shared interests, such as sections of state highways that also serve as community main streets. The lack of clear partnership agreements for managing and maintaining new improvements has caused past delay and apprehension in pursuing positive multi-modal improvements consistent with the RTP and the mission of Caltrans. Recent successes such as the Bridgeport Main Street Project highlight the potential available through such collaboration and partnerships. This MOU will serve as a basis for updating existing maintenance agreements among Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for applicable improvements. The MOU will address infrastructure and operations, such as transit shelters, signals, signage, streetscape improvements and snow management.

PREVIOUS WORK

Mono County has made headway on a mutual Aid MOU with Caltrans. The Town of Mammoth Lakes had started conversations with regard to Caltrans responsibility for maintaining Town built assets. These conversations between Caltrans and the Town of Mammoth Lakes are headed toward an MOU and will serve as a model for Mono County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	Ongoing
2.	Develop Draft Maintenance Agreement (administrative and legal review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	Ongoing
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	Spring / Summer 2019 2020
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	As needed
5.	Final deliverable(s)	LTC		As needed

END PRODUCTS

- Consolidation of the numerous existing agreements and encroachment permits with District 9, TOML and County
- Examples include who is responsible for street sweeping, lighting and traffic signals, transit shelter structures, sidewalk management, snow management activities on 203 / Main Street

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA			
PPM FUNDING	\$2000	\$2000	\$4000
TOTAL FUNDING			\$4000

WORK ELEMENT 1000-12-0

TRANSPORTATION TRAINING AND DEVELOPMENT

OBJECTIVE

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects.

DISCUSSION

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., SB1), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	SB1 training and implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/2020
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2020
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2020
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2020

END PRODUCTS

- Training documentation

ONGOING TASK

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

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2019-20 RPA	\$7000	\$7000	\$14000
PPM FUNDING			
TOTAL FUNDING			\$14000

APPENDIX A

RPA BUDGET SUMMARY

Proposed Expenditures:

19/20 Budget Work Element - RPA funds	Town	County	Total
100-12-0: OWP Administration and Management	\$ 7,000.00	\$ 20,000.00	\$ 27,000.00
1000-12-0: Transportation Training & Development	\$ 7,000.00	\$ 7,000.00	\$ 14,000.00
200-12-0: Regional Transportation Plan	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
201-12-1: Regional Trails	\$ 22,000.00	\$ 22,000.00	\$ 44,000.00
202-16-1: Regional Transportation Plan Implementation	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
300-12-0: Regional Transit Planning and Coordination		\$ 5,000.00	\$ 5,000.00
501-15-0: Airport Access Planning	\$ 2,500.00	\$ 1,500.00	\$ 4,000.00
600-12-0: Regional Transportation Funding	\$ 3,000.00	\$ 3,000.00	\$ 6,000.00
614 -15-0: Alternative Fueling Station Corridor Policy	\$ 5,000.00	\$ 7,000.00	\$ 12,000.00
616-15-0: Community Emergency Access Route Assessment		\$ 1,000.00	\$ 1,000.00
617-15-0: Community Way-Finding Design Standards	\$ 5,000.00	\$ 4,000.00	\$ 9,000.00
701-12-1: Regional Transportation Improvement Program (RTIP)		2,000.00	2,000.00
800-12-1: Interregional Transportation Planning	\$ 2,000.00	\$ 5,000.00	\$ 7,000.00
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$ 2,000.00	\$ 2,000.00
900-12-0: Planning, Monitoring & Traffic Issues	\$ 23,000.00	\$ 20,000.00	\$ 43,000.00
903-12-1: Regional Pavement & Asset Management System		\$ 30,000.00	\$ 30,000.00
TOTALS	\$ 86,500.00	\$ 143,500.00	\$ 230,000.00

	\$ 230,000.00		
Rollover - not budgeted until mid-year	\$ 57,500.00		
Total Budget	\$ 287,500.00		

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

19/20 Budget Work Element - PPM funds	Town	County	Total
201-12-1: Regional Trails	\$4,000	\$5,779	\$9,779
501-15-0: Airport Access Planning	\$2,500	\$1,000	\$3,500
600-12-0: Regional Transportation Funding	\$7,500	\$12,500	\$20,000
700-12-0: Regional Project Study Reports	\$35,000	\$41,221	\$76,221
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue/Policy creation	\$25,000	\$25,000	\$50,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$7,000	\$12,000
903-12-1: Regional Pavement & Asset Management System	\$0	\$44,000	\$44,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
TOTALS	\$ 81,500.00	\$138,500	\$220,000

2016-17

\$

2017-18

130,000.00

\$

2018-19

130,000.00

\$

260,000.00

less what is spent in 2018-2019

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	2013	5 - 10 years	
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		Pending funding A Grant from CT Aeronautics is not available at this time
Airport Safety Management System Plan	Town	New	As necessary	
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2018	2 years	December 2019
Regional Transportation Plan (RTP)/revised	LTC	2017	4 years	December 2019

APPENDIX D

GLOSSARY OF TERMS AND ACRONYMS

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- ◆ Increase the proportion of trips accomplished by biking and walking,
- ◆ Increase safety and mobility for non-motorized users,
- ◆ Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- ◆ Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- ◆ Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Eastern California Transportation Planning Partnership (ECTPP): This group is made of Inyo County Local Transportation Commission (ICLTC), Kern Council of Governments (Kern COG), MCLTC, San Bernardino County Transportation Agency (SBCTA), and Caltrans District 9. Other Caltrans Districts also participate (6 in Fresno and 8 San Bernardino) depending on project location or District involvement.

Eastern Sierra Transit Authority (ESTA): The Eastern Sierra Transit Authority (ESTA) was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo and Mono, the City of Bishop and the Town of Mammoth Lakes. ESTA is a new public transit agency created to meet the growing need for public transportation in and for the four member jurisdictions and throughout the entire Eastern Sierra region

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Fixing America's Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Local Transportation Fund (LTF): The LTF is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Mono County Local Transportation Commission (MCLTC): MCLTC is the recognized RTPA for the Town of Mammoth Lakes and County.

Overall Work Program (OWP): MCLTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- ◆ Regional transportation planning – includes development and preparation of the regional transportation plan;
- ◆ Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- ◆ Program development – includes the preparation of regional transportation improvement

- ♦ Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Project Initiation Document (PID): a report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Regional Transportation Improvement Program (RTIP): MCLTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mono County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mono County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Mono County, MCLTC coordinates transportation planning for the Town of Mammoth Lakes and County.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of the CTC usually acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means. The SSTAC meets at least once annually and has the following responsibilities:

- ♦ To maintain and improve transportation services to County residents of, particularly the elderly

and disabled.

- ◆ Review and recommend action to the MCLTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- ◆ Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program and the Interregional Improvement Program.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of MCLTC's major responsibilities is the administration of TDA funds.

Yosemite Area Regional Transportation System (YARTS): a joint powers agreement between Merced, Mariposa, and Mono Counties created in September 1999 to improve transportation to and from Yosemite National Park.

APPENDIX E

Federal Planning Emphasis Areas

	WE	100-12-0	200-12-0	201-12-1	202-16-1	300-12-0	501-15-0	600-12-0	614-15-2	616-15-0	617-15-0	700-12-0	701-12-1	800-12-1	803-13-1	804-15-1	900-12-0	902-12-2	903-12-1	908-14-1	1000-12-0	
Planning Factors																						
Economic vitality			X	X		X				X		X	X	X		X	X	X				X
Safety of transportation sys			X			X				X		X	X	X		X	X	X				X
Security of transportation sys			X	X	X	X	X	X				X	X	X		X	X	X				X
Accessibility & mobility			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Environment, conservation, quality of life			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Connectivity of modes			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Efficient management & operations			X	X	X	X	X	X	X	X		X	X	X		X	X	X				X
Preservation of system		X																				
Reliability of system		X																				
Enhance travel & tourism			X	X	X	X	X	X	X	X		X	X	X		X	X	X				