

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.54
www.monocounty.ca.gov

SPECIAL MEETING AGENDA

Friday, November 15, 2013 – 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. **APPROVAL OF MINUTES:** Special Meeting October 17, 2013 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ACTION ITEMS**
 - A. Approve Amendment 1 to the Overall Work Program (OWP), which authorizes rollover Rural Planning Assistance (RPA) funds for the current OWP and other adjustments by Town of Mammoth Lakes and Mono County (*Megan Mahaffey*) – **p. 5**
 - B. Receive Pavement Management System update (*Nate Greenberg*)
 - C. Certify Pavement Management System and adopt it as a budgeting and project selection tool (*Garrett Higerd*) – **p. 7**
 - D. Approve Minute Order M13-01 to authorize chair & executive officer's signatures on Memorandum of Understanding (MOU) for the 14/395 corridor and MOU for US 395 in San Bernardino County (*Gerry Le Francois*) – **p. 12**
 - E. Approve Resolution R13-10 allocating \$15,000 of FY 2014-15 Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA) funds to the purchase and installation of bus-washing equipment at the Mammoth Lakes Transit Facility, approving a Letter of No Prejudice (LONP) for the project, and authorizing the Eastern Sierra Transit Authority's executive director to complete and execute all documents for PTMISEA plan submittal, allocation requests and Letter of No Prejudice approval. (*Jill Batchelder*) – **p. 31**
6. **ADMINISTRATION**
 - A. Review Draft Regional Transportation Improvement Program (RTIP) & provide any desired direction to staff (*Gerry Le Francois*) – **p. 35**
 - B. Review Draft Financial Element of Regional Transportation Plan (RTP) & provide any desired direction to staff (*Gerry Le Francois*) – **p. 41**
 - C. Hear presentation on Going to the Sun Road at Glacier National Park & provide any desired direction to staff (*Jeff Walters*) – **p. 72**
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS) update

More on back...

8. **CALTRANS**

- A. District 8 interim projects
- B. Report activities in Mono County and provide pertinent statewide information

9. **QUARTERLY REPORTS** (*Caltrans presented in October*)

- A. Town of Mammoth Lakes – **p. 75**
- B. Mono County (*to be presented in December*)

10. **UPCOMING AGENDA ITEMS**

11. **ADJOURN**

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

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

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.54
www.monocounty.ca.gov

DRAFT SPECIAL MEETING MINUTES

October 17, 2013

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman

COUNTY STAFF: Scott Burns, Gerry Le Francois, Jeff Walters, Garrett Higerd, Wendy Sugimura, Megan Mahaffey, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: Forest Becket, Ryan Dermody

ESTA: Jill Batchelder

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Larry Johnston called the meeting to order at 9 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** Hogan distributed message from Eastside Velo regarding motorists keeping 3' clearance from bicycles.

Chair Johnston read letter from John Armstrong, race director, commending individuals and entities on recent bike events.

Commissioner Bacon read certificate and accomplishments of Jessica Morriss, who is leaving for Missoula, MT, to become transportation manager for city of 75,000, staff of eight. Commissioners stood and applauded.

3. **MINUTES:** September 9, 2013

MOTION: Adopt minutes of Sept. 9, 2013, adding attendance: *(Hogan/Fesko. Ayes: 4. Abstain due to absence: Bacon, Lehman.)*

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

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

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

TOWN STAFF: Peter Bernasconi, Jessica Morriss

CALTRANS: No one

ESTA: Jill Batchelder, John Helm

4. **COMMISSIONER REPORTS:** Stump: Convict Road project was accepted, thanks to Garrett Higerd and Jeff Walters. Lehman: Car charging station(s) at Village underground, maybe 15- to 30-min parking areas. Hogan: YARTS advisory committee met week prior to official YARTS meeting. Bacon: Visited Rapid City, SD, prior to blizzard. Gates came down over off-ramps to keep motorists from getting stuck in snowstorm. Johnston: Federal government reopened today after an embarrassing closure. Mono Supervisors wrote letter to Congressmen McKeon and Cook, who voted to reopen. Keep in mind working with American democracy, debate issues, ferret out facts, vote & move ahead; don't threaten and create harsh conditions; and avoid self-imposed crisis mode. Closure of Yosemite and Death Valley affected Mono citizens. Motel owner sought TOT relief by petition.

5. **ADMINISTRATION**

A. **LTC priorities** *(continued from September)*: After discussion led by Wendy Sugimura, items identified as commission priorities were considered for programming in the 2014 Regional Transportation Improvement

Program (RTIP). Items not programmed will be included in the financial element project lists of the Regional Transportation Plan (RTP). Items without commission consensus will be discussed at a future meeting, and those without opposition will be included in an unconstrained project list. The commission will need to discuss projects with opposition at a future meeting and provide direction to staff.

B. Convict Road: Garrett Higerd presented staff reports to Mono Supervisors, who identified four priority projects: 1) Airport Road; 2) Convict Road, which leveraged Federal Lands Access Program FLAP match for additional funds; 3) preventative maintenance projects to be determined later (Mount Whitney Portal was the only project [possibly the last]) to receive toll credits for its portion of the match; and 4) MOU projects.

Funding? *Money to Overall Work Program (OWP) and Planning Programming & Monitoring (PPM) accounts for \$2.1M and \$1.85M.*

Commissioner Johnston saw preventive maintenance as a big deal, shift of focus; not as much money needed to fix roads in future. Consider amendment to Addendum.

Commissioner Stump wondered what would happen if MOU were reduced to fund priorities. Commissioner Hogan thought it would not set good precedent – Mono has good track record and benefits greatly from all projects farther south. Johnston thought reduction would seem like less commitment by Mono.

Higerd noted Mono Supervisors (BOS) must sign project agreement, role, and match. Get funding in place. Staff is at mercy of California Transportation Commission (CTC) schedule for 2014 STIP; bring back after that.

Gerry Le Francois suggested amending 2012 RTIP to keep projects moving forward. Creates opportunity to move up 2017 cycle. Higerd cited a huge investment in recreational resources.

Forest Becket noted Inyo was in red for Olancho-Cartago, so had to get toll credits. The State controls where toll credits go. Could backfill at future date.

C. STIP road rehabilitation priorities: Gerry Le Francois sought possible adjustments from commission.

Commissioner Stump asked about Kern COG payback. *Loan share is recognized.*

Forest Becket stated that next time programming capacity for Freeman Gulch 2 appears, Inyo and Mono will be in the clear.

Le Francois indicated that California Transportation Commission (CTC) disdains set ratios, preferring a regional approach. Preventive maintenance projects could be the first to be shelved.

Commissioner Johnston thought Tioga Pass, improving eastern entrance to Yosemite, might fit into State category. *Could fit in Mono and Town projects.* Scott Burns noted LTC is not limited to 50/50 Town/Mono split. Regional perspective could include something like Airport Road.

D. Regional Transportation Improvement Program (RTIP): Gerry Le Francois indicated items for the RTIP would be presented at the November meeting for consideration prior to submittal in December.

E. Memorandums of Understanding (MOUs) for US 395 in San Bernardino County and the 14/395 corridor: Gerry Le Francois recalled first MOU with Inyo, Kern, Mono, and Caltrans in 1999. Funding formula still 40% project county, 40% state, 10% each from two remaining counties. Inyo adopted both MOUs yesterday, Kern Council of Governments (COG) a month ago.

Suggestion: Dates on MOU would show when it was signed.

Le Francois explained that when District 9 took High Point, Mono didn't have to pay 40% that would have impacted local projects. Other projects such as Black Rock, Independence/Manzanar were funded by past LTCs through RTIP.

Commissioner Johnston reminded that money into US 395 and SR 14 benefits Mono. Great roads to the south, collisions reduced on two-lane sections. Projects such as North Conway could be resurrected for MOU.

Forest Becket noted traffic signals in High Desert corridor showed a lack of land use planning.

F. LTC Handbook membership provisions: Scott Burns made a few comments about attendance, noted nothing on attendance expectations, but the intent is to emphasize attendance. Could amend to specify requirements. Some bylaws specify missing no more than three consecutive meetings.

Talking points: 1) Things just happen in life. Want people who want to be there. If missing a lot, need to step down and be replaced. 2) Alternates: Good to have alternates, but it's hard if serving on several boards. Alternate needs to get up to speed, receive and read agendas. Alternate ought to continue continuity, not bring in his/her own ideas.

Commissioner Johnston commented that Town has not been attending recently. Commissioner Bacon reminded she sent prior email that she and Lehman couldn't attend, and there was no town manager at the

time. Johnston thought it better to set and make meetings, or get alternate to attend. Commissioner Hogan noted business was conducted with a quorum, and Bacon recalled the last time was months ago. Johnston indicated he was uncomfortable not having Town input. Commissioner Lehman suggested speeding up meetings. Johnston cited commitment. A lot of money moves through LTC, so not shortchange vetting.

Commissioner Stump emphasized importance of attendance, but was comfortable operating with quorum, either taking action or deferring. Can't prevent vacations. Amount of money makes LTC an important body. Willing to go on as is.

Hogan described LTC as the most complex commission she's ever seen. She preferred four knowledgeable and prepared than six without.

Are alternates optional? *Burns will check out code.*

6. LOCAL TRANSPORTATION ISSUES

A. **Benton Crossing road signs:** Jeff Walters indicated multi-use signage was installed by former supervisor to reduce clutter. Only the share road/bike is accepted by the State. Install 10 signs in each direction on Benton Crossing Road. Portions of road are tight; drivers might need to pull over.

Commissioner Stump observed multi signage on SR 49. It could have been on trial basis, but it's not recognized. Commissioner Johnston cited inconsistencies among districts.

Commissioner Fesko found moving sign on SR 158 disturbing. Walters noted replacement with another sign. Fesko saw that as extra cost.

Johnston suggested consulting user groups; see what an acceptable minimum level is. Walters has received no response from Eastside Velo. He thought 20 signs may be too many. Start with five each direction.

Fesko recalled disappearance of existing signs. If new ones disappear, could get costly to replace; continuous replacement becomes futile. Walters observed the cattle sign with wings and covered with stickers.

Staff will monitor how long signs stay up or disappear. All sign data go into Pavement Maintenance System.

Johnston suggesting placing signs by guard rails vehicles can't get to.

B. **Glacier National Park** (*requested by Chair Johnston*): A trip to Glacier National Park would relate to proposed Tioga Heritage Highway. Historic road was built long ago, now upgrading to modern standards. Important to check it out in person, meet with park reps. Visit in June. Johnston suggested Caltrans, LTC, NPS, and USFS take a van.

Jeff Walters suggested roads/trails manager at Yosemite could come by. Commissioner Bacon wanted to avoid peer resort tour fiasco, inappropriate use of state or local funds. Commissioner Stump thought it sounded like a junket. Johnston envisioned an up-close, personal Blitzkrieg by van for an on-site visit; pay own way. Commissioner Hogan noted short construction season like ours. Sources of info are Yosemite person, maybe videos. Walters will contact him.

7. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** Jill Batchelder noted ridership was relatively flat compared to prior years. Farebox exceptional at just below 40% (state is 10%). Benton/Bishop route dropped, Mammoth shifting to fixed routes, discontinued Dial-A-Ride on weekends. Gray and Purple routes are puzzling. Lots of hikers/backpackers on 395 routes, catching YARTS bus.

Commissioner Hogan noted early-morning hiker bus was very successful.

ESTA driver hit vehicle on roadside in Mammoth, ESTA is sorting it out, no injuries, repercussions with driver. Suggestion: Add out-of-norm incidents to future reports. *ESTA board news is posted on website.*

B. **Yosemite Area Regional Transportation System (YARTS):** Scott Burns noted YARTS meeting yesterday, Joint Powers Authority (JPA) meeting Monday. Advisory committee identified six issues, may need different staffing approaches to YARTS as it grows. Ridership was down due to Rim Fire. Government shutdown issues occurred on west side.

8. CALTRANS

A. **Quarterly report:** Changeable Message Sign (CMS) completed on SR 203 outside Mammoth. Shoulder projects are funded by safety program. Good news is District 9 has not received a lot of safety projects, State plans to fund more over different SHOPP cycles.

US 395 by Adelanto? *Interim safety projects are under way during environmental studies (passing lanes and shoulders).* Le Francois noted District 8 is funding interim safety projects. He can get information.

Car-charging stations are geared toward public/private partnership. Fort Independence and Big Pine tribes want truck stop with food, showers, and gaming, as layover there makes sense.

B. Activities in Mono County & statewide information: None.

9. INFORMATIONAL

A. Governor signs SB 99 - California's TAP program

B. Bridges & Tunnels Offer Solution for \$8 Billion Roadkill Problem

C. New Zero-Emission Vehicle Resource: Community Readiness Guidebook (*display copy available at meeting; provide link*)

10. UPCOMING AGENDA ITEMS: Reschedule Nov. 11 meeting for Friday, Nov. 15. 1) RTIP; 2) Ch. 6 in Regional Transportation Plan (RTP) financial element; 3) MOUs; 4) presentation on Glacier National Park; 5) District 8 interim projects; 6) process for contacting non-motorized entities on transportation projects; 7) Pavement Management System (PMS) update (Greenberg); 8) action item to certify PMS as tool; and 9) ESTA items.

11. ADJOURN at 12:01 p.m. to special meeting Friday, Nov. 15.

Prepared by C.D. Ritter, LTC secretary

Mono County Local Transportation Commission

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

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

Staff Report

November 15, 2013

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Financial Analyst

SUBJECT: Amendment 01, 2013-14 Rural Planning Assistance (RPA) budget adjustment for Overall Work Plan (OWP) to incorporate additional funding

RECOMMENDATION

Adopt Amendment 01 - Budget Adjustment to incorporate an additional \$54,000 of Rural Planning Assistance (RPA) funding into the current Overall Work Plan (OWP).

FISCAL IMPLICATIONS

This amendment will program the additional \$54,000 of RPA funding into the current OWP. The approved Amendment 01 would increase the OWP Rural Planning Assistance budget by \$54,000 for a total budget of \$270,000.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was approved by the Local Transportation Commission on May 13, 2013. Additional funding available to the LTC at the end of the 2012-13 fiscal year was confirmed on Sept. 19, 2013, by the state Department of Transportation. LTC staff would like to make the following changes to the approved RPA budget to incorporate the additional \$54,000 of RPA funding into the current OWP:

- 100-13-0: 2014-15 OWP Development and Approval \$13,000;
- 101-13-0: 2012-13 & 2013-14 OWP Admin \$12,000;
- 103-13-0: Local Transportation Commission Staff Support \$12,500;
- 200-13-0: Regional Transportation Plan (RTP) \$36,300;
- 300-13-0: Transit Planning \$13,800;
- 601-11-0: 395 Corridor Management Plan (\$6,250);
- 607-13-2: ML Draft Mobility Element Level of Service Analysis/Mitigation Identification \$8,750;
- 608-13-2: Parking District and Pricing Study \$1,500; and
- 607-13-2: Town of Mammoth Asset Management Plan (\$30,000)

ATTACHMENTS

- FY 2013-14 OWP Budget Adjustment

FY 2013/14 Amendment 01 - Proposed Budget Adjustment

FY 2013/14 OWP Preliminary Budget		\$ 216,000.00	\$ 216,000.00	\$ 102,250.00	\$ 167,750.00			
RPA Rollover			\$ 54,000.00					
Budget Adjustment LTC 11/15/13		\$ 590,000.00	\$ 270,000.00	\$ 102,250.00	\$ 167,750.00			
		Total OWP	Adjusted RPA Budget			Amendment 01 - RPA		
WE	Description	Approved	Total	Town	County	Total	Town	County
		\$ 216,000.00	\$ 270,000.00	\$ 102,250.00	\$ 167,750.00	\$ 54,000.00	\$ 10,450.00	\$ 43,550.00
100-13-0	2014/15 OWP Development and Approval		\$ 13,000.00	\$ 6,000.00	\$ 7,000.00	\$ 13,000.00	\$ 6,000.00	\$ 7,000.00
101-13-0	2012/13 & 2013/14 OWP Admin	\$ 15,000.00	\$ 27,000.00	\$ 10,000.00	\$ 17,000.00	\$ 12,000.00	\$ 5,000.00	\$ 7,000.00
103-13-0	Local Transportation Commission Staff Support	\$ 12,500.00	\$ 25,000.00		\$ 25,000.00	\$ 12,500.00		\$ 12,500.00
200-13-0	Regional Transportation Plan	\$ 58,700.00	\$ 95,000.00	\$ 13,000.00	\$ 82,000.00	\$ 36,300.00	\$ 13,000.00	\$ 23,300.00
201-13-1	Trails	\$ -	\$ -			\$ -		
300-13-0	Transit Planning	\$ 13,800.00	\$ 20,000.00	\$ 20,000.00		\$ 6,200.00	\$ 6,200.00	
302-12-4	ESTA Update of Inyo-Mono Co Coord. Public Transit-Human	\$ 10,000.00	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ -		
403-13-0	Pavement Management System	\$ -	\$ -			\$ -		
600-13-0	Transportation Grant Applications	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00		\$ -		
601-11-0	395 Corridor Management Plan	\$ 20,000.00	\$ 13,750.00		\$ 13,750.00	\$ (6,250.00)		\$ (6,250.00)
602-11-2	Main Street Transportation Facilities Implementation and	\$ -	\$ -			\$ -		
603-11-1	Main Street Revitalization Plan for US 395 through Bridgeport	\$ 2,000.00	\$ 2,000.00		\$ 2,000.00	\$ -		
605-12-2	Mammoth Lakes Stormwater Management Plan	\$ -	\$ -			\$ -		
607-13-2	ML Draft Mobility Element Level of Service Analysis & Mitigation		\$ 8,750.00	\$ 8,750.00		\$ 8,750.00	\$ 8,750.00	
608-13-2	Parking District and Pricing Study		\$ 1,500.00	\$ 1,500.00		\$ 1,500.00	\$ 1,500.00	
609-13-2	Sidewalk Master Plan	\$ -	\$ -			\$ -		
610-13-2	Streetscape Standards Plan	\$ -	\$ -			\$ -		
700-13-0	Project Study Reports	\$ -	\$ -			\$ -		
701-13-1	Regional Transportation Improvement Plan Maintenance	\$ -	\$ -			\$ -		
800-13-1	Interregional Transportation Planning	\$ 12,000.00	\$ 12,000.00	\$ 4,000.00	\$ 8,000.00	\$ -		
803-13-2	Mammoth Lakes Air Quality monitoring and planning	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00		\$ -		
900-13-0	Current Planning and Monitoring and Traffic Management Issues	\$ -	\$ -			\$ -		
902-12-2	Purchase Transportation Data Collection Equipment	\$ -	\$ -			\$ -		
903-12-1	Mono County Asset Management Plan	\$ -	\$ -			\$ -		
906-13-2	Speed Survey Study	\$ -	\$ -			\$ -		
907-13-2	Town of Mammoth Asset Management Plan	\$ 30,000.00	\$ -	\$ -		\$ (30,000.00)	\$ (30,000.00)	
908-13-2	Caltrans/Town of ML Maintenance Agreement	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00		\$ -		
1000-13-0	Training and Development	\$ 13,000.00	\$ 13,000.00	\$ 5,000.00	\$ 8,000.00	\$ -		



MONO COUNTY DEPARTMENT OF PUBLIC WORKS

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

Date: November 15, 2013
To: Mono County Local Transportation Commission
From: Jeff Walters, Acting Public Works Director; Garrett Higerd, Assistant Public Works Director; Nate Greenberg, IT Director
Re: 2013 Mono County Pavement Management System Update and Certification

Recommended Action:

Receive staff report and provide direction to staff. Certify the 2013 Pavement Management System and adopt it as a budgeting and project selection tool.

Fiscal Impact:

The Asset Management System was funded by the Mono LTC.

Background:

Mono County has had a Pavement Management System (PMS) since 2000. However, our pavement data was stored in a proprietary software system that was difficult to access and expensive to update. The pavement data it contained was incredibly detailed, but because of the costs to collect it, we could not afford to keep it current. This resulted in a system that could not give us a snap-shot of the condition of all County roads and its usefulness for developing road rehabilitation strategies was limited. Without an up-to-date PMS that is adopted by the LTC, most types of asphalt maintenance (anything less than simply pulverizing and reconstructing the road) were not eligible for funding. This one-sized approach made it difficult to spread our resources as far as possible.

This year Public Works changed course and hired Lumos and Associates to work with IT to build a new, GIS-based Asset Management System (AMS) and collect updated pavement data. See Exhibit 1 attached for a project summary. The new system stores data via GIS, which gives us much greater access and simplicity in analyzing the data, developing projects, and creating maps and plans. Also, it allows us to use the same platform for information about other infrastructure we own and maintain, besides just pavement. For example, Lumos has also collected data on road striping. Data can be added for signs, culverts, guard rails, mail boxes, etc.

Pavement Condition Index (PCI) is a primary indicator of road conditions and is based on a streamlined system called Pavement Surface Evaluation and Rating (PASER). The PASER PCI is on a scale from 1 to 10 (10 is excellent, 6 is good, 4 is fair, and 2 is poor). The 2013

County-wide PCI is 5.89. See the countywide map of roads symbolized by PCI attached as Exhibit 2. The PCI break down by community shows that we have been making progress with recent road rehabilitation projects, but we still have a lot of deteriorating roads and many that have been reconstructed are in need of preventative maintenance to keep their condition up.

Staff recommends that the LTC certify the updated Pavement Management System as a budgeting and project selection tool. Please see Exhibit 3 attached. Using LTC funds to update PCI data every two years will allow us to utilize a wider range of preventative maintenance treatments on our roads. This will allow us to spread our limited resources further and track our effectiveness in maintaining the overall condition of our road system.

Respectfully submitted,



Garrett Higerd, P.E.
Assistant Public Works Director

Attachments: Exhibit 1 – Lumos Project Information Sheet
 Exhibit 2 – Pavement Condition Index – 2013
 Exhibit 3 – Pavement Management System Certification



MONO COUNTY ASSET MANAGEMENT SYSTEM
Project Information Sheet
Mono County Board of Supervisors – September 3, 2013

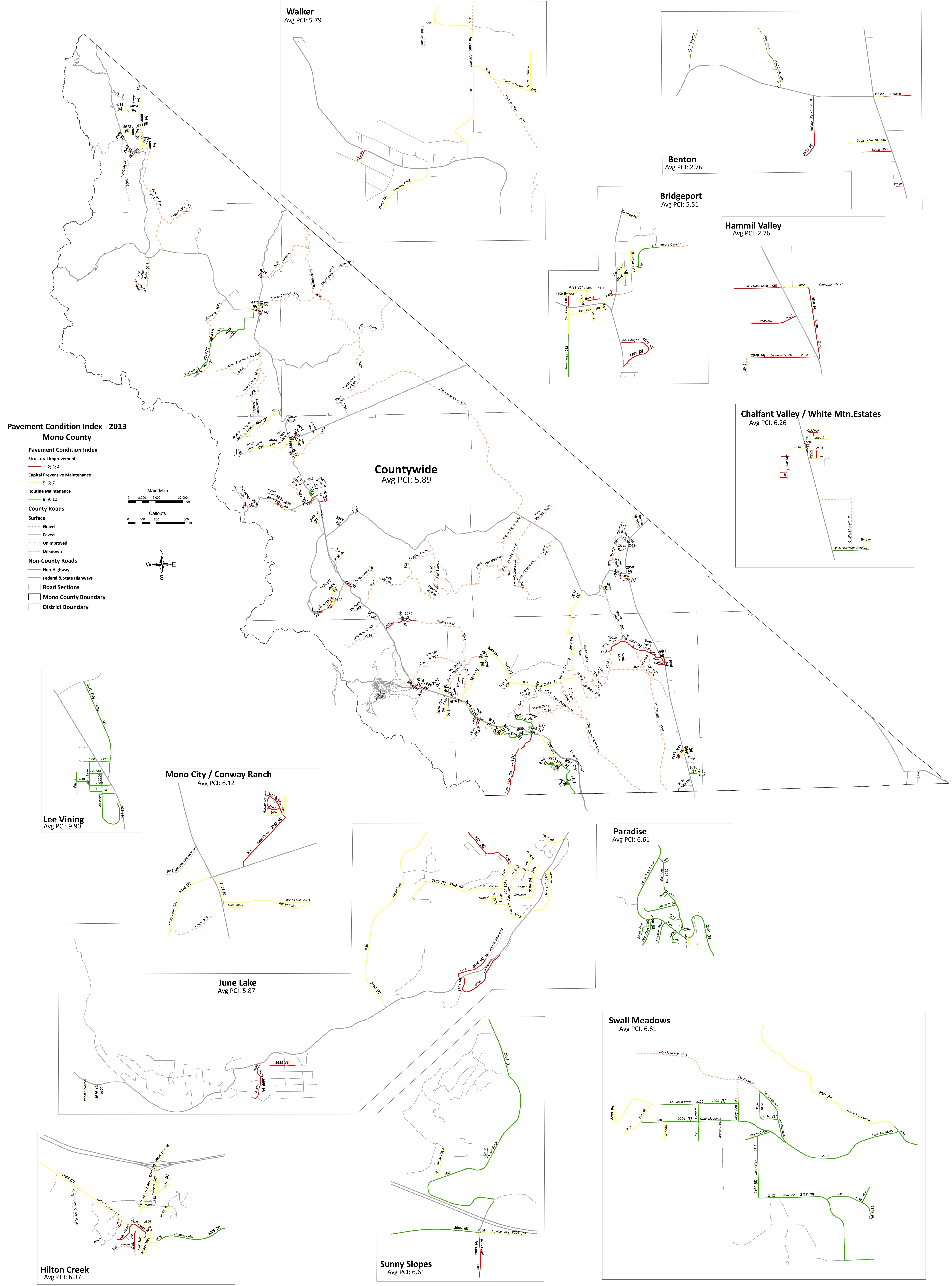
Project Summary

Roadway improvements, including pavement, signage, culverts, and other features such as bridges and cattleguards are assets held by Mono County. While the County has had a pavement management system in place, inventories of most of the other assets have not been completed. The Federal Highway Administration and Caltrans funding procedures require that local agencies utilize a functional pavement management system which provides objective road condition data and gives funding agencies the confidence that project decisions are derived from an acceptable technical analysis platform.

Over the past several months, Lumos and Associates (Lumos), along with subconsultant Gnomon, Inc., have been working with Mono County Public Works and Information Technology staff to develop an Asset Management System (AMS). This database incorporates location, geometric, and condition data typical to a pavement management system with similar information relative to other roadway assets. Furthermore, the data has been integrated into the County's Geographical Information System (GIS), providing a graphical representation of the data. Implementation of this AMS is nearly complete.

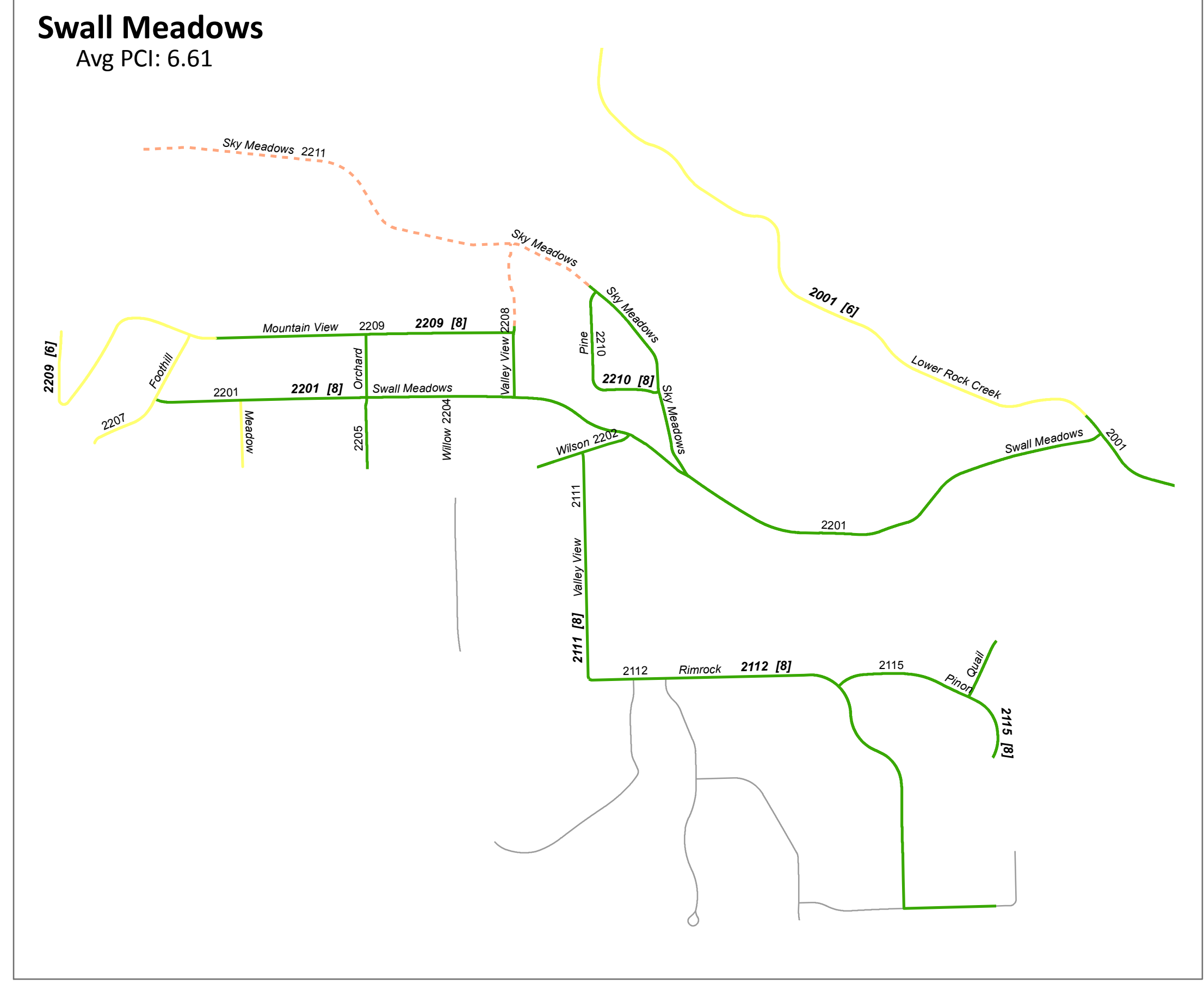
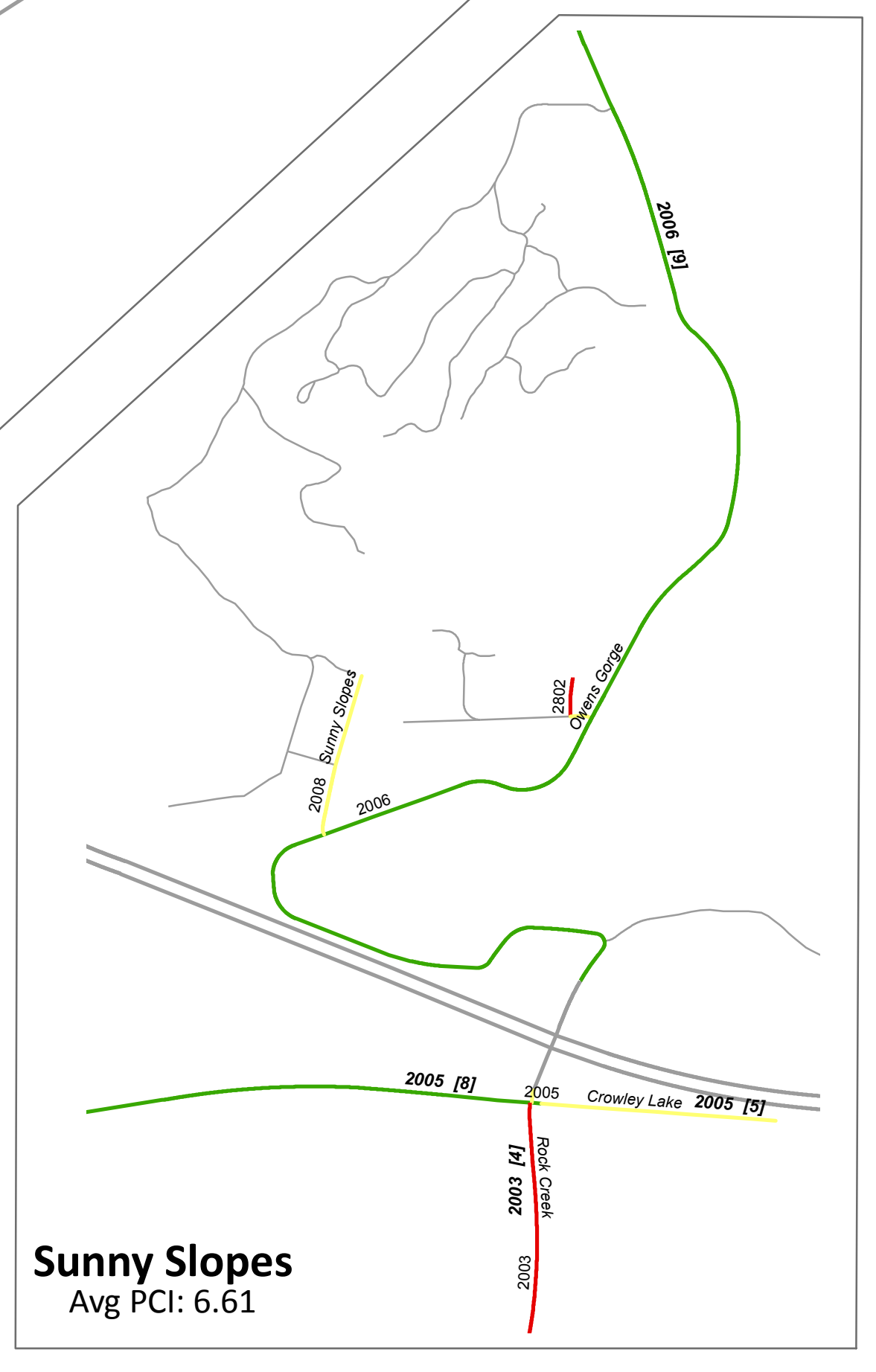
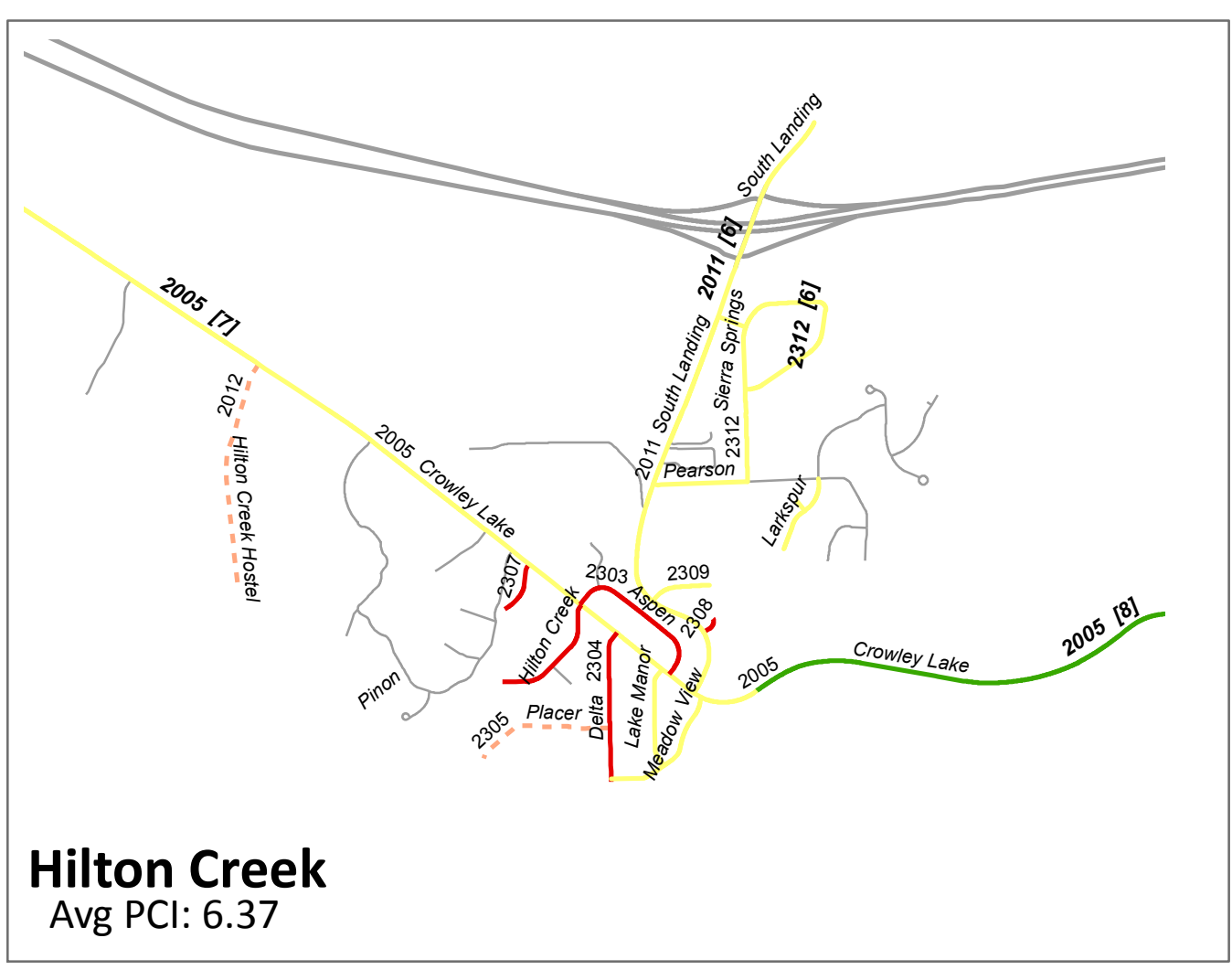
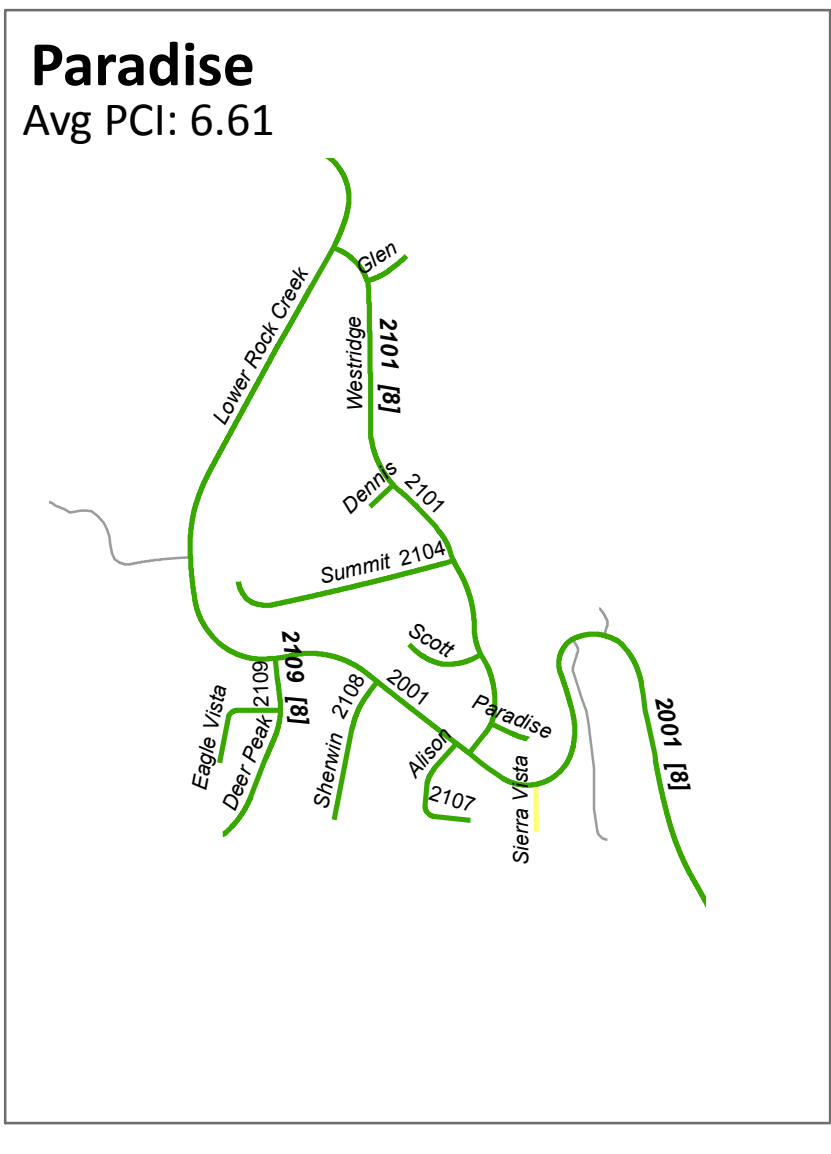
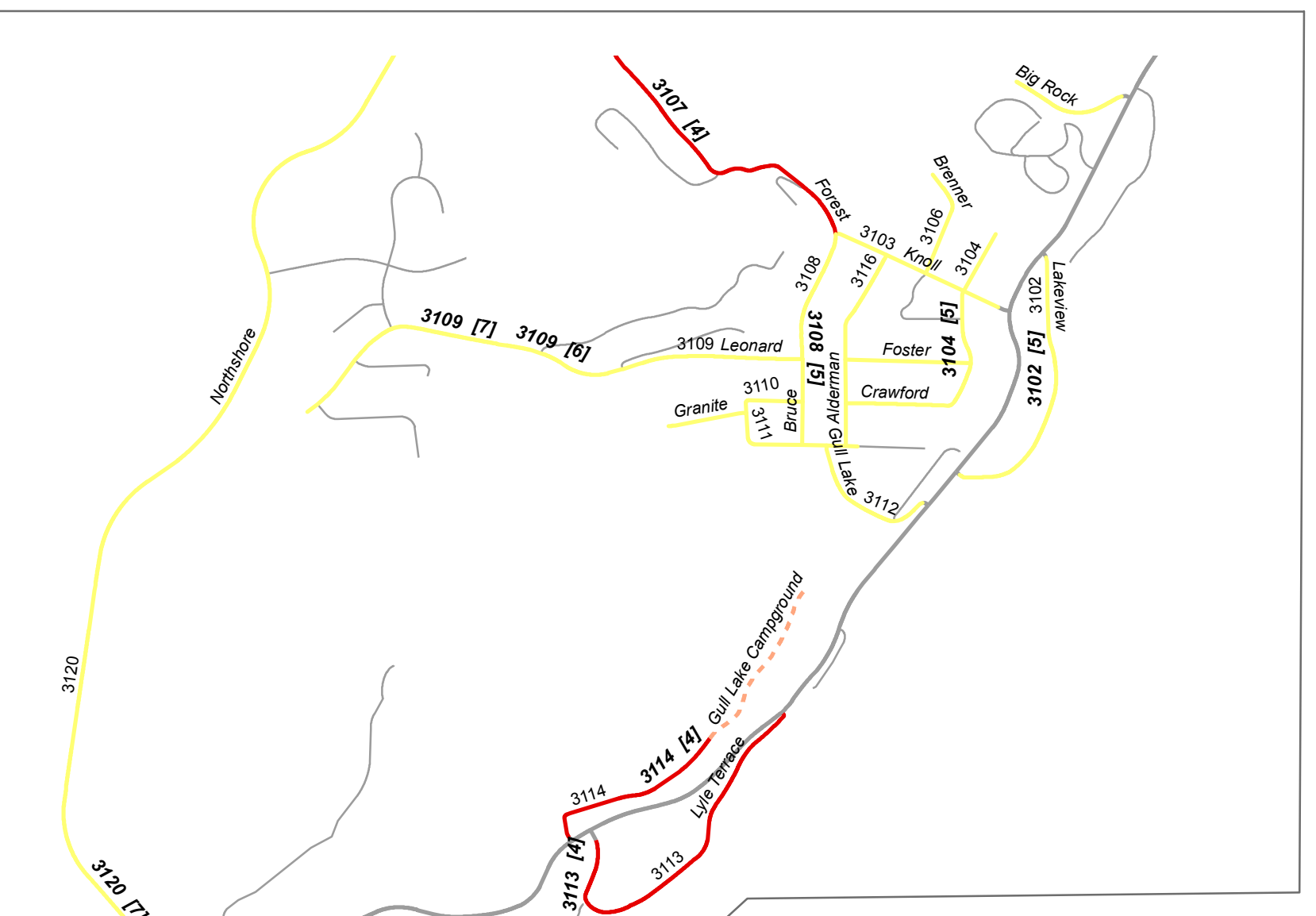
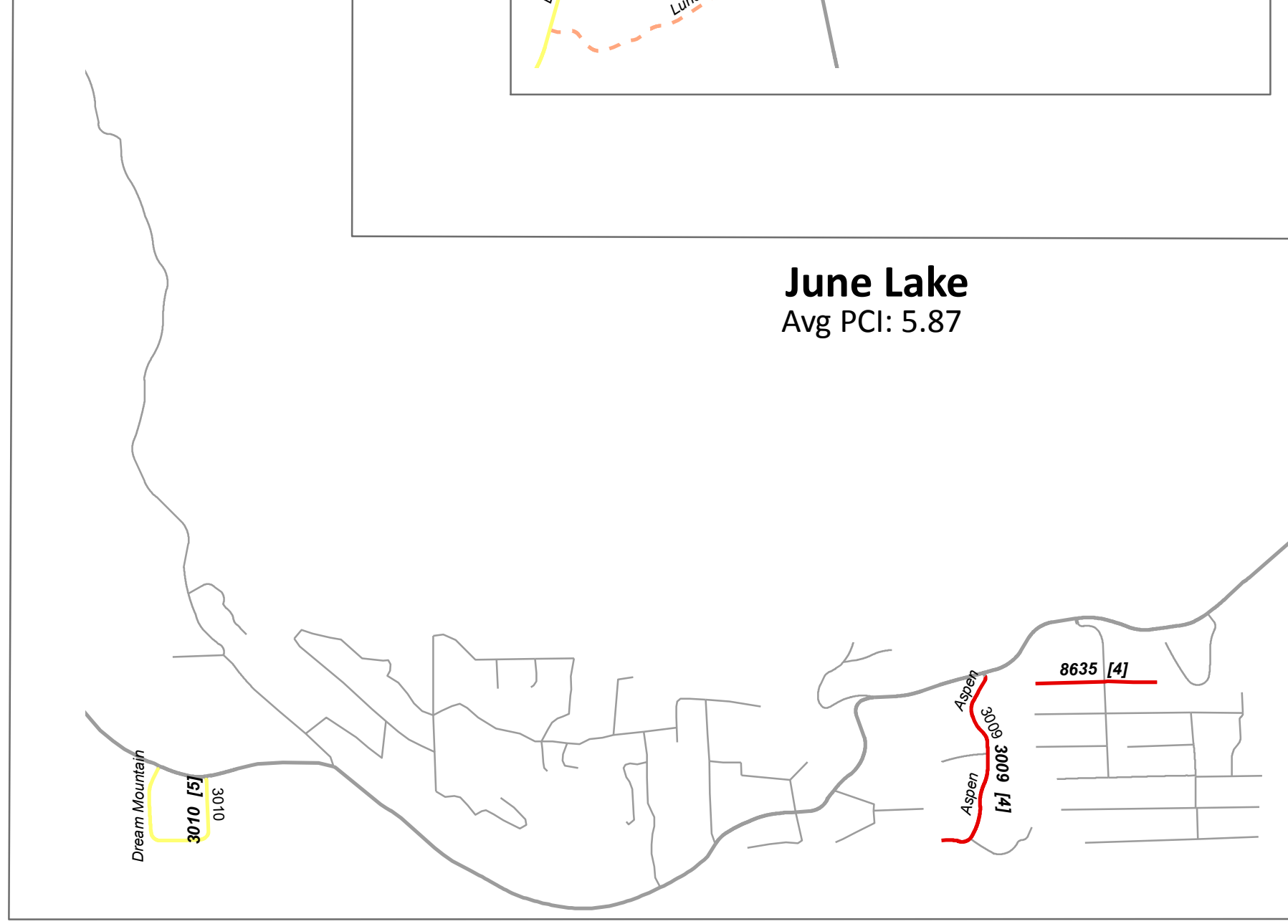
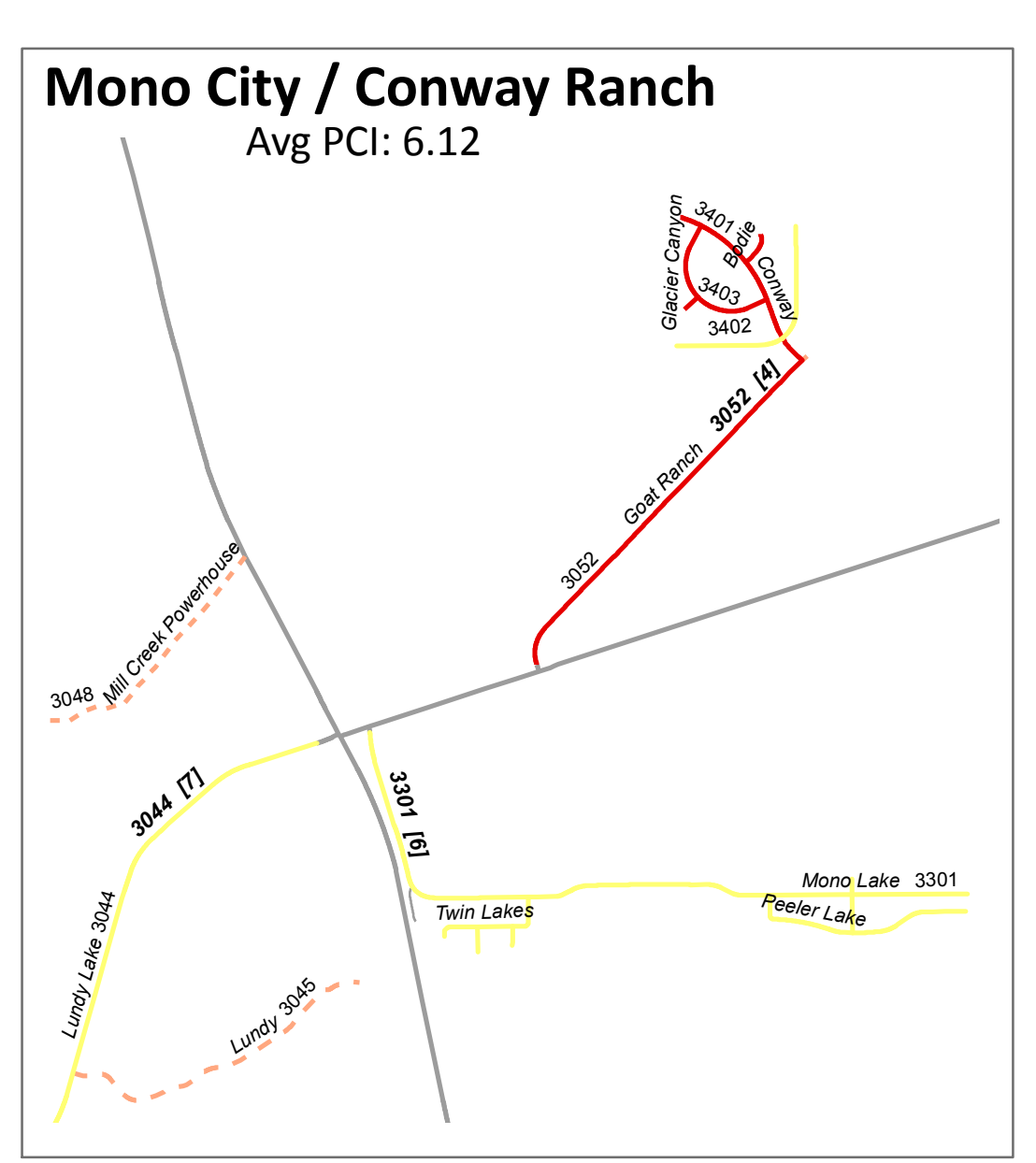
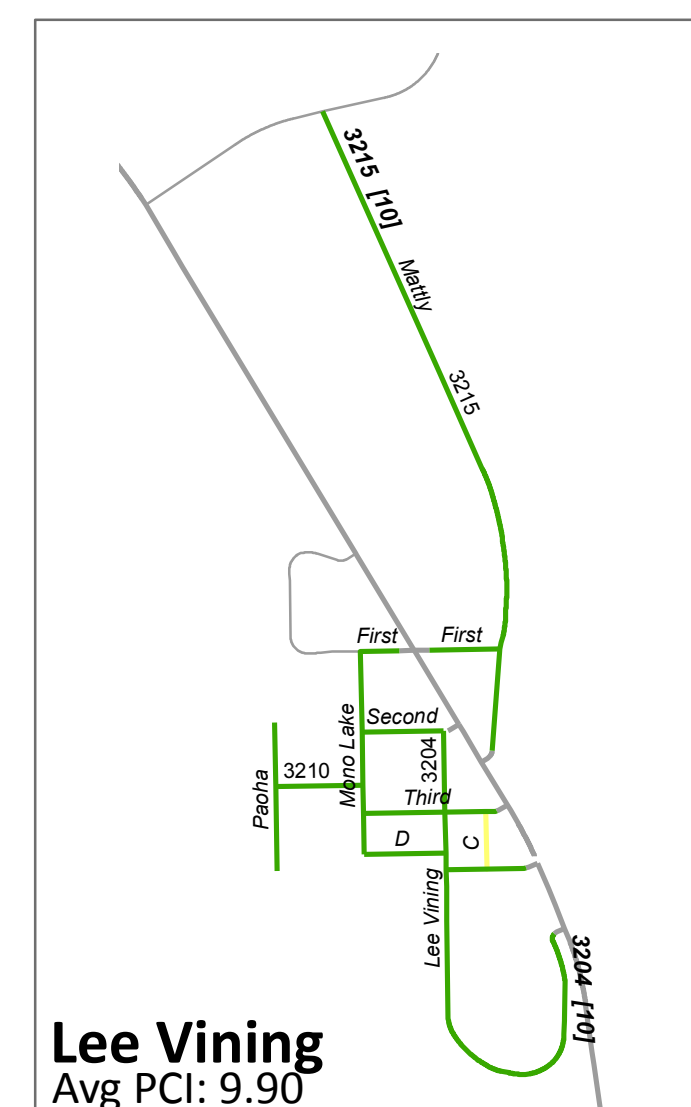
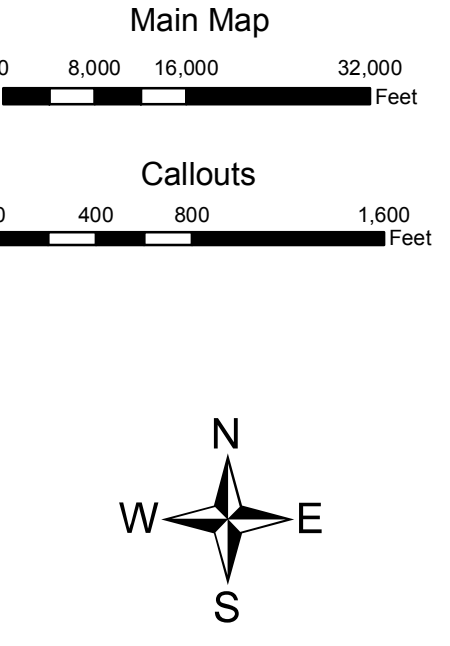
The tasks undertaken for development of the AMS include review of existing data, database development, inspection and data collection, and creation of the AMS/GIS system link. The project is now in its final stages where data is being audited, reports and computer interfaces are being finalized, and training sessions are being held.

Integration of the AMS into the County's GIS system will provide a centralized repository where data and photographs can be easily retrieved. County staff is already familiar with the Parcel Viewer interface and will be able to manage the data directly, rather than working through a third party software vendor. This information is vital for management of county-maintained roadways, including planning of preventative maintenance and capital improvement projects, and can be particularly helpful when assets are spread over a large area such as Mono County.



Pavement Condition Index - 2013
Mono County

- Pavement Condition Index**
- Structural Improvements
1; 2; 3; 4
 - Capital Preventive Maintenance
5; 6; 7
 - Routine Maintenance
8; 9; 10
- County Roads**
- Surface
 - Gravel
 - Paved
 - Unimproved
 - Unknown
- Non-County Roads**
- Non-Highway
 - Federal & State Highways
 - Road Sections
 - Mono County Boundary
 - District Boundary



**Mono County
Local Transportation Commission**

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

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

Pavement Management System Certification

Date: November 15, 2013

The Mono Local Transportation Commission certifies that it has a Pavement Management System (PMS).

The system was developed by Lumos & Associates and contains, as a minimum, the following elements from the attached federal requirements:

- Inventory of arterial and collector routes reviewed and updated biennially. The last update of the inventory was completed on August 31, 2013.
- Assessment of pavement condition for all routes in system incorporating the use of the international roughness index or the pavement serviceability rating data, updated biennially. The last review of pavement condition was completed on August 31, 2013.
- History of pavement performance.
- Identification of all sections of pavement needing rehabilitation or replacement.
- Determination of budget needs for rehabilitation or replacement of deficient sections of pavement for current biennial period, and for following biennial period.
- Impact of budget decisions on future pavement condition.

Agency

Signature

Title

Mono County Local Transportation Commission

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

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

Staff Report

November 15, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Memorandums of Understanding (MOUs) for the 14/395 corridor and for US 395 in San Bernardino County

RECOMMENDATIONS: Authorize chair & executive officer's signatures on MOU for the 14/395 corridor and MOU for US 395 in San Bernardino County

FISCAL IMPLICATIONS: See discussion below

ENVIRONMENTAL COMPLIANCE: Not applicable

RTP / RTIP CONSISTENCY: These projects are consistent with the Regional Transportation Plan and requires future programming in Regional Transportation Improvement Programs.

DISCUSSION: The first MOU Mono County LTC entered into was for projects on the 14/395 corridor from Mojave to Topaz. This MOU includes the State, Inyo County, Mono County and Kern Council of Governments (Kern COG) and sets forth the following project funding formula:

- 40% funded by the County in which the project is located;
- 40% funded by the State Interregional Improvement Program (IIP); and
- 10% funded by each of the two remaining counties.

In the 2012 Regional Transportation Improvement Program (RTIP), the Mono County LTC and the Inyo LTC each programmed \$2.2 million in additional funds (i.e., 30% of project costs as opposed to 10%) toward completion of segment 2 of the Freeman Gulch project. This was in response to the Kern COG's inability to program funds to meet its 40% share due to commitments it had made to other projects. Kern COG has indicated that it will "repay" this advance by Inyo and Mono by programming additional funds to MOU projects in the future.

The second MOU was entered into for purposes of improving the US 395 corridor in San Bernardino County. This MOU includes the State, Inyo County, Mono County, Kern COG, and San Bernardino Associated Governments (SANBAG). This 395 MOU funds only the planning approval and environmental document on 395 from State Route 58 south to Adelanto, and specifies a one-time funding requirement:

- \$2 million from Inyo County;
- \$2 million from Mono County;
- \$2 million from Kern COG;
- \$4 million from SANBAG; and

- \$4 million from the State IIP.

The Eastern California Transportation Planning Partnership (ECTPP), which is comprised of Inyo LTC, Mono LTC, Kern COG, and SANBAG, has proposed the two attached MOUs for discussion and comments by the various signatory parties.

ATTACHMENTS

- 14/395 MOU
- 395 MOU

Mono County Local Transportation Commission

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

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

MINUTE ORDER M13-01

Authorize chair & executive director's signatures on Memorandum of Understanding (MOU) for the 14/395 corridor and MOU for US 395 in San Bernardino County

At the Mono County LTC meeting on November 15, 2013, it was moved by Commissioner _____ and seconded by Commissioner _____ to approve the 14/395 MOU between Kern COG, Inyo County, and Mono County and the US 395 MOU between Kern COG, Inyo County, Mono County, and SANBAG and authorizing chair and executive director's signatures on said MOUs.

Those in favor:

Absent:

Attest:

CD Ritter, LTC Secretary

cc:Caltrans



**Kern Council
of Governments**

September 25, 2013

Mr. Clint Quilter
Inyo County LTC
P O Drawer Q
Independence CA 93526

Mr. Scott Burns
Mono County LTC
P O Box 347
Mammoth Lakes CA 93546

Re: 3 County STIP & Planning MOU

Dear Executive Director:

Here are six (6) originals of the Memorandum of Understanding (MOU) between Inyo County LTC, Mono County LTC and Kern COG for you, your Chair's and County Counsel's signatures. Please have all six of them signed at your next Board meeting.

Once Inyo County LTC has obtained their signatures, please check off your name below and forward onto Mono County LTC.

Once Mono County LTC has obtained their signatures, please check off your name below and forward onto Caltrans, District 9 (see address below).

Once District 9 has signed, please check off your name below and mail to District 6 – see address below. Once District 6 has signed, please return all of them to me and I will in turn return to all parties one fully executed MOU.

Also please contact me at (661) 861-2191 or by email lcollins@kerncog.org to let me know that you have received them and when the date of your next Board meeting is and when you will be sending them off.

If you have any questions, please contact me.

Thank you!

- Kern Council of Governments
- Inyo County Local Transportation Commission
- Mono County Local Transportation Commission
- Tom Hallenbeck, Caltrans District 9 Director 500 S Main St.; Bishop CA 93514
- Sharri Bender-Ehlert, Caltrans, District 6 Director P O Box 12616; Fresno CA 93778

Sincerely,

Laurie Collins
Executive Secretary

**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into ~~a~~Memorandums of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- **Achieve Project Approval and Environmental Document (completed for all 3 segments).**
- **Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).**
- **Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).**

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- **Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).**

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located;
- 40% by the State IIP; and
- 10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

**MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION
COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

Kern Council of Governments

Harold W. Hanson, Chairman Date

Phillip W. Hall, Deputy County Counsel 9-19-13 Date

Ahron Hakimi, Executive Director Date

Inyo County Local Transportation Commission

Robert Kimball, Chairman Date

Dana Crom, Deputy County Counsel 10/10/13 Date

Clint Quilter, Executive Director 10/14/13 Date

Mono County Local Transportation Commission

Kathleen Cage, Chairperson Date

Marshall Rudolph, County Counsel Date

Scott Burns, Executive Director Date

Correction to be made

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Thomas P. Hallenbeck, District Director Date
Caltrans, District 9

Sharri Bender-Ehlert, District Director Date
Caltrans, District 6

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT O

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancho/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Prout 1-11-99
Cathy Prout Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/7/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman


Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

Attachment A

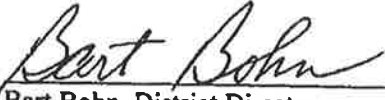
CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Hallenbeck, District Director
Caltrans, District 09

1/7/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/7/99
Date

Attachment A

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.


The projects are to be funded as follows:


- 40% by the County RIP in which the PROJECT is located
- 40% by the State IIP
- 10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

Kern Council of Governments:



Philip Smith
Chairperson



Ronald E. Brummett
Executive Director

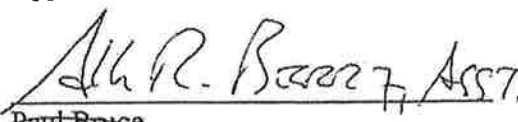
Approved as to form:


Kirk Perkins
Deputy County Counsel

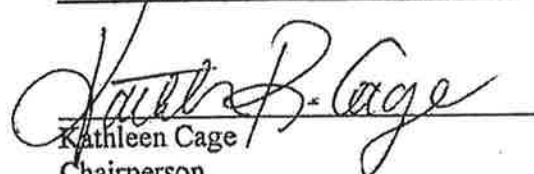
Inyo County Local Transportation Commission Approved as to form:


Robert Kimball
Chairman

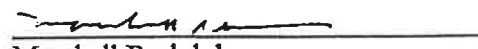

Jeff Layett
Executive Director


Paul Bruce
County Counsel

Mono County Local Transportation Commission Approved as to form:

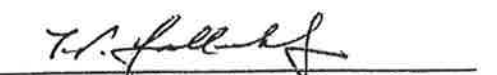

Kathleen Cage
Chairperson

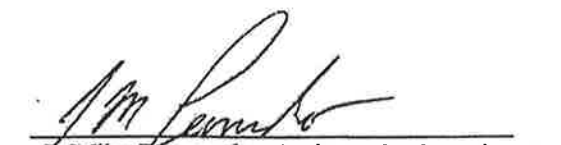

Scott Burns
Executive Director


Marshall Rudolph
County Counsel

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


J. Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
(Inyo) Olancha Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg.3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$1,840	\$460	\$1,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono	County Total	
Inyo		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	
Kern		\$88,178	\$20,522	\$88,178	\$20,522	\$217,400	
Mono		\$597	\$150	\$150	\$597	\$1,494	
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
Agency		Outside County		Received in County		Total Expended by County	
Inyo		\$	20,672	\$	122,678	\$ 69,743	
Kern		\$	12,418	\$	217,400	\$ 100,596	
Mono		\$	32,790	\$	1,494	\$ 33,387	

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.



**Kern Council
of Governments**

September 26, 2013

Mr. Clint Quilter
Inyo County LTC
P O Drawer Q
Independence CA 93526

Mr. Scott Burns
Mono County LTC
P O Box 347
Mammoth Lakes CA 93546

Raymond W. Wolfe
San Bernardino Assoc. Gov.
1170 W. Third St. 2nd Flr.
San Bernardino CA 92410

Re: 4 County STIP MOU

Dear Executive Director:

Here are seven (7) originals of the Memorandum of Understanding (MOU) between Inyo County LTC, Mono County LTC, San Bernardino Associated Governments and Kern COG for you, your Chair's and County Counsel's signatures. Please have all of them signed at your next Board meeting.

Once Inyo County LTC has obtained their signatures, please check off your name below and forward onto Mono County LTC.

Once Mono County LTC has obtained their signatures, please check off your name below and forward onto San Bernardino Associated Governments.

Once San Bernardino Associated Governments has obtained their signatures, please check off your name below and forward onto Caltrans, District 9 (see address below).

Once District 9 has signed, please check off your name below and mail to District 6 (see address below). Once District 6 has signed, please forward onto District 8 (see address below).

Once District 8 has signed, please check off your name below and return all of them to me and I will in turn return to all parties one fully executed MOU.

Also please contact me at (661) 861-2191 or by email lcollins@kerncog.org to let me know that you have received them and when the date of your next Board meeting is and when you will be sending them off.

If you have any questions, please contact me.

Thank you!

- Kern Council of Governments
- Inyo County Local Transportation Commission
- Mono County Local Transportation Commission
- San Bernardino Associated Governments
- Tom Hallenbeck, Caltrans District 9 Director 500 S Main St.; Bishop CA 93514
- Sharri Bender-Ehlert, Caltrans District 6 Director P O Box 12616; Fresno CA 93778
- Basem Muallem, Caltrans District 8 Director 464 West 4th St.; San Bernardino CA 92401

Sincerely,

Laurie Collins, Executive Secretary

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

This Amended and Restated Memorandum of Understanding (MOU) is entered into, by, and between the Inyo County Local Transportation Commission and Mono County Local Transportation Commission (LTCs), the Kern Council of Governments (Kern COG), and the San Bernardino Associated Governments acting in its capacity as the San Bernardino County Transportation Commission (SANBAG), collectively referred to herein as AGENCIES, nominally dated September 19, 2013.

RECITALS

The LTCs and the Kern COG were established pursuant to California Government Code Section 29532, and SANBAG was established as the San Bernardino County Transportation Commission pursuant to California Government Code Section 130054.

The AGENCIES wish to cooperate and seek common goals in the development of U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as 395 CORRIDOR).

The LTCs and the Kern COG entered into a Memorandum of Understanding in January 1999 that provides for the joint funding of certain projects on the 395 CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County Regional Transportation Planning Agencies (RTPAs)
- Meeting regularly
- Developing additional MOUs to define the planning process and the 395 CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the 395 CORRIDOR, to include Highway 120
- At a future date invite SANBAG to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

This MOU records the result of meetings between the AGENCIES and Caltrans District offices No. 6, 8, and 9 concerning the development of the 395 CORRIDOR. The AGENCIES and Caltrans have agreed to support increased capacity on the 395 CORRIDOR, and have prioritized the development of projects in the "U.S. 395 Corridor Study" which was completed on behalf of the four county RTPAs.

The AGENCIES also wish to cooperate, seek common goals, and facilitate the development of State Route 58 from Interstate 5 to Interstate 40. State Route 58 functions as a critical east-west corridor connecting the Western United States to the Pacific Coast by way of Interstate 40 and is a major route for goods movement in addition to passenger travel.

Kern COG is seeking endorsement from participating AGENCIES of the importance to improve the State Route 58 Corridor through Kern County to a freeway facility. AGENCIES request that Caltrans consider this segment of State Route 58 in the Interregional Improvement Program (IIP). However, there are no related financial implications for this endorsement for any of the participating AGENCIES at this time.

ROLES AND RESPONSIBILITIES

Under this MOU, the AGENCIES agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the 395 CORRIDOR. The RTPAs hereby request the California Transportation Commission (CTC) commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

The AGENCIES agree to meet and confer upon request of any party to this MOU or by any of the three Caltrans Districts to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to PROJECT scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The AGENCIES agree to not change the scope, limits, cost, and/or schedule of the PROJECTS without the mutual consent of all parties to the MOU. Said consent by the AGENCIES will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects. If there are cost increases, then each of the AGENCIES' contribution will be increased proportionately, subject to the mutual consent of all parties to the MOU.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECT identified below is completed (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding that PROJECT contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the component of PROJECT for joint funding under this agreement is:

- **Development of the U.S. 395 corridor from approximately Interstate 15 to State Route 58 (PM4.0-48.0). Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties in this MOU, that there may be jointly funded future projects in each County identified in future MOUs.

This MOU does not necessarily constitute agreement to program the remaining phases of this PROJECT in the future STIPs, but doesn't preclude further funding of the remaining components. The MOU partners agree to continue to consider mechanisms for funding future phases of this PROJECT. The Project Approval and Environmental component cost is estimated at \$14,000,000. This MOU splits the funds to be programmed as follows:

\$2,000,000 by Mono County LTC
\$2,000,000 by Inyo County LTC
\$2,000,000 by Kern COG
\$4,000,000 by SANBAG


The California Transportation Commission adopted the 2002 STIP by resolution G-02-04 on April 04, 2002, which committed \$4,000,000 of ITIP funds to this project. The AGENCIES hope the State continues to support this project as it progresses.

-----SIGNATURES ON FOLLOWING PAGE-----

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

Inyo, Mono, and Kern County RTPAs and SANBAG have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

Kern Council of Governments



Harold W. Hanson, Chairperson Date



Phillip W. Hall, Deputy County Counsel Date



Ahron Hakimi, Executive Director


Inyo County Local Transportation Commission



Robert Kimball, Chairperson Date



Dana Crom, Deputy County Counsel Date



Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

Larry Johnston, Chairperson Date

Marshall Rudolph, County Counsel Date

Scott Burns, Executive Director Date

San Bernardino Associated Governments

Janice Rutherford, President Date

Eileen Monaghan Teichert, General Counsel Date

Raymond W. Wolfe, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this 395 MOU and to support freeway improvements on State Route 58 in Kern County.

Thomas P. Hallenbeck, District Director
Caltrans, District 9 Date

Sharri Bender-Ehlert, District Director
Caltrans, District 6 Date

Basem Muallem, District Director
Caltrans, District 8 Date



Date: November 15, 2013

STAFF REPORT

Subject: PTMISEA FY 2014-15 Bus-Washing Equipment Project and Letter of No Prejudice (LONP) Approval

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION:

Approve Resolution R13-10 allocating \$15,000 of FY 2014-15 Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA) funds to the purchase and installation of bus-washing equipment at the Mammoth Lakes Transit Facility, approving a Letter of No Prejudice (LONP) for the project and authorizing the Eastern Sierra Transit Authority's executive director to complete and execute all documents for PTMISEA plan submittal, allocation requests and Letter of No Prejudice approval.

FISCAL IMPLICATIONS:

The PTMISEA Program provides 100% funding for approved capital projects related to transportation improvements. PTMISEA FY 2014-15 funds are available based on Prop 1B bond sales. The bond sale is expected to proceed in the fall of 2014, and no funds are available for distribution at this time. Based on Caltrans approval of the LONP, Eastern Sierra Transit is able to complete and fund this project now and be reimbursed at the time of the bond sale.

ENVIRONMENTAL COMPLIANCE:

Environmental approval has been completed with the Mammoth Lakes Transit Facility Expansion Project.

ANALYSIS/DISCUSSION:

The PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The program is funded by bond sales. Eastern Sierra Transit proposes allocating \$15,000 of Mono County's FY 2014-15 funds to purchase and install bus-washing equipment at the Mammoth Lakes Transit Facility as a part of the facility expansion. Currently, \$164,742 exists in FY 2014-15 funds identified for future projects. Allocating \$15,000 to the bus-washing equipment would reduce the future project balance to \$149,742.

Mono County, the Town of Mammoth Lakes and Eastern Sierra Transit Authority (ESTA) are proceeding with the Mammoth Lakes Transit Facility expansion. This expansion has been funded with PTMISEA funds along with local funds. The construction of the drainage, paving and wash pad is scheduled to be completed by December 2013. With the completion of the ground work, it is our desire to install bus-washing equipment at the wash pad, making this portion of the facility expansion function as intended.

Mono County and ESTA are aware that no FY 2014-15 PTMISEA funds are available at this time to allocate for the purchase and installation of bus-washing equipment. ESTA desires to continue this project with funds provided by ESTA, and request approval of a Letter of No Prejudice (LONP). It is understood that if the LONP is approved by the State, the purchase and installation of the bus-washing equipment can proceed and be eligible for reimbursement when the State has funding available. Accordingly, any work and related expenditure made under this LONP is undertaken solely at the risk of ESTA, as there is no guarantee of funds. ESTA has adequate funds to proceed with the project at this time predicated on the future reimbursement when bond funds are available.

RESOLUTION R13-10

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION FOR FY 2014-15 PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT BOND PROGRAM FUNDS, ALLOCATING \$15,000 TO BUS-WASHING EQUIPMENT AND AUTHORIZING ESTA'S EXECUTIVE DIRECTOR TO REQUEST A LETTER OF NO PREJUDICE AND SIGN NECESSARY GRANT DOCUMENTS

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is an eligible project sponsor and may receive state funding from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

WHEREAS, the Eastern Sierra Transit Authority is the recognized public transportation operator in Mono County and has submitted a recommendation to the MCLTC for the use of PTMISEA funds; and

WHEREAS, bus-washing equipment is an eligible project under PTMISEA; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 88 (2007) named the Department of Transportation (Department) as the administrative agency for the PTMISEA; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing PTMISEA funds to eligible project sponsors (local agencies); and

WHEREAS, the MCLTC wishes to delegate authorization to request a Letter of No Prejudice and sign necessary grant documents and any amendments thereto to the executive director of Eastern Sierra Transit Authority.

NOW, THEREFORE, BE IT RESOLVED by the MCLTC that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all PTMISEA funded transit projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the MCLTC that \$15,000 of FY 2014-15 PTMISEA funds are to be allocated to bus-washing equipment.

NOW, THEREFORE, BE IT FURTHER RESOLVED that executive director of Eastern Sierra Transit Authority is authorized to submit a Letter of No Prejudice (LONP) and execute all required documents of the PTMISEA program

and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED this 15th day of November, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Larry Johnston, Chair
Mono County Local Transportation Commission

ATTEST:

C.D. Ritter, Secretary

Mono County Local Transportation Commission

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

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

Staff Report

November 15, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2014 Regional Transportation Improvement Program (RTIP) priorities

RECOMMENDATIONS:

Review priorities for the upcoming RTIP and provide any desired direction to staff.

FISCAL IMPLICATIONS:

The Regional Transportation Improvement Program funds local and regional transportation projects in Mono County. The estimate for programming Mono RTIP shares is approximately \$6.3 million.

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. The California Transportation Commission (CTC) adopted the 2014 fund estimate on Aug. 6, 2013. As in prior RTIPs, any new capacity or available new funding is likely to be available in the latter years of this five-year cycle. The 2014 RTIP is due to the CTC by Dec. 15, 2013. The public hearing for south state projects is Feb. 4, 2014. The CTC adopts the State Transportation Improvement Program on March 19, 2014.

MOU projects

The known funding needs for the 2014 RTIP include Olancho-Cartago with funding request of \$9.3 million. Freeman Gulch segments 2 and 3 have programming limitation from our MOU, so no additional funds are programmed in 2014.

The attached spreadsheet shows our current projects, MOU funding for Olancho-Cartago, a reserve, replacement buses, and Planning, Programming, and Monitoring funding. This would allow for approximately \$3.8 million in new programming for local projects.

Draft - MONO 2014 RTIP

MCLTC program priorities for 2014											Component Totals						
	Agency	Rte	PPNO	Project	Total	Prior	FY Totals					ROW	Const	PA & ED	PS & E	R/W sup	Con sup
							14-15	15-16	16-17	17-18	18-19						
PROPOSED 2014 RTIP PROGRAMMING																	
	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1	4,489	250	1,130	0	3,109	0	0						
	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0						
	Caltrans	14	8024C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3													
	Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	12,205	1,200	1,655	0	0	9,350	0						
	Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0						
	Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)	2,000	2,000	0	0	0	0	0						
	Mammoth Lakes	loc	2546	Canyon Blvd, Forest Trail-Hillside Dr rehab	3,685	3,685	0	0	0	0	0						
	Mammoth Lakes	loc	2595	Meridian Roundabout & signal relocation to Sierra Park	2,645	35	0	2,610	0	0	0						
New	Mammoth Lakes			West Minaret Road (SR 203) Sidewalk & Safety Project	700	0	25	165	0	510	0	115	585	25	50	10	
New	Mammoth Lakes			North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	1,170	0	30	90	1,050				1050	30	90		
	Mono County	loc	2561	June Lake streets rehab - cost increase 350k	3,657	3,657	0	0	0	0	0						
	Mono County	loc	2563	Chalfant streets rehab - cost increase 200k	1,484	1,484	0	0	0	0	0						
New	Mono County			Airport Road Rehabilitation Project	1,415	0		40	65	1,310			1,310	40	65		
New	Mono County			Convict Lake Road FLAP Match	653	69		584							69		
New	Mono County			County-wide Preventative Maintenance Program	540	0	40		500				500		40		
	Mono LTC		2003	Planning, programming, and monitoring	460	0	130	130	200	0	0						
New	Mono LTC		2003	PPM	400					200	200		400				
Rail and Transit Project Proposals:																	
	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA) assumes these buses are federalized	90	90	90	0	0	0	0						
New				Bus replacement for ESTA	180			90	90				180				
Active Transportation Program (TAP):																	
New				TBD (SB99)													
	Mammoth Lakes	old		Mammoth Creek gap closure (TE \$1.916k)													
	Mono County LTC	old		TE Reserve - program deleted under MAP-21 (954k)													

				Balance of STIP Shares	8,439
				New programming or STIP shares for 2014 (includes lapses of 165k)	6,331
				total	14,770
New	Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	9,350
	Mono LTC			Reserve for future MOU project needs +/-	1,000
	Mono LTC			Replacement buses for ESTA	180
	Mono LTC			Planning, Programming & Monitoring	400
				subtotal	10,930
				remaining 2014 RTIP capacity +/-	3,840
New	TOML			TOML	1,920
New	Mono Co			Mono Co	1,920



November 6, 2013

Mitchell Weiss
Deputy Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Weiss:

On behalf of the Rural Counties Task Force, I want to thank you for your leadership in conducting the Active Transportation Program (ATP) workgroup meetings and for inviting our participation and input on the ATP guidelines.

In response to your invitation, I am writing to offer our specific suggestions and recommendations. These recommendations based on the following objectives:

- Make the process as simple as possible for project applicants and advocates. Allow a single application to qualify a project for consideration of funding from any of the various ATP “pots” of funding for which the project may qualify. One of the purposes of SB 99’s consolidation of programs was to avoid the need to choose from or make multiple applications for programs with overlapping goals and eligibility.
- Make the evaluation and programming process as simple as possible, minimizing the evaluation workload while allowing for consideration of project funding from multiple sources.
- Honor regional priorities, consistent with program goals. Projects should be selected that are consistent with an agency’s Regional Transportation Plan goals and policies, and where applicable, the Sustainable Communities Strategy. This approach would also support the CTC’s STIP Guidelines and ensure equivalent public involvement.
- Assure program compliance with all funding mandates and constraints.
- Assure the full and most effective use of program funds.
- Define the mandate for serving disadvantaged communities in a way that is consistent with the intent of statute, is simple to measure and report in terms of readily available data, and allows for application throughout the state.

We start from the assumption that the CTC may break down the overall ATP into at least the following 13 distinct shares:

- Nine shares, one for each of the nine large MPOs. Together these make up 40% of the program. Projects for each of these shares are to be selected by the MPO in consultation with Caltrans and the CTC.
- One share, 10% of the program, for the rural and small urban areas of the state outside the nine large MPOs. Projects are to be competitively awarded to projects in those areas by the CTC.
- One share, at \$24 million per year, for Safe Routes to Schools. Projects are to be competitively awarded to qualifying projects by the CTC.

- One share, at about \$2.3 million per year, for Recreational Trails projects. Projects are to be selected by the CTC in collaboration with the state Department of Parks and Recreation.
- The remaining share, about 29% of the total program, be competitively awarded by the CTC for projects in the state – this includes projects in large urban, small urban and rural areas, as well as projects that serve schools and recreational trails.

Safety. Highlight the importance of performance criteria aligned with the Strategic Highway Safety Plan to select ATP projects that improve safety.

Disadvantaged Communities. We support the concept articulated in the workgroup meetings that the 25% mandate for serving disadvantaged communities should be applied to each of the program shares, including Safe Routes to Schools. We do believe an exception may need to be made for the Recreational Trails share, given its small size and the nature of that subprogram.

For the purposes of the program mandate, the definition of disadvantaged communities should be specific and as simple as possible to identify and report. We suggest that a project be counted toward meeting the mandate if it serves at least one of the following:

- A school where at least 75% of students are eligible to receive free or reduced-price meals under the National School Lunch Program. Eligibility data for individual schools are available from the website of the California Department of Education, <http://www.cde.ca.gov/ds/sd/sd/filessp.asp>.
- An area identified as among the most disadvantaged 10% in the state according to the CalEnviroScreen 1.1 scores. These scores are listed and individually mapped on the website of the state Office of Environmental Health Hazard Assessment (OEHHA), <http://oehha.ca.gov/ej/ces11.html>.
- An area with a Median Household Income (MHI) that is less than 80% of the statewide MHI (currently, 80% of \$61,632=\$49,305). The MHI data should come from the latest American Community Survey (ACS) 5-year data. Excel files of these data by zip code, county, city, and census designated place are available through the website of the state census data center: http://www.dof.ca.gov/research/demographic/state_census_data_center/american_community_survey/#ACS2011x5. Updated data are released each December.
- No existing active transportation facilities, or other modes, precluding the community access to employment, health and educational services.

Criteria and Evaluations. The program guidelines should establish and define general evaluation criteria and perhaps special criteria for subprograms or shares. However, we strongly urge that the guidelines not attempt to dictate the precise evaluation methodology to be used, as by assigning specific points and weights to individual criteria. Instead, the guidelines should focus on ordinal priority setting by multiple evaluation teams for the various shares. Mandated point and weighting systems can be easily manipulated. Even without conscious manipulation, evaluations made by different evaluation teams using a given point and weight system will produce different results and not necessarily be consistent.

We support allowing each evaluation team to develop its own precise methodology using the general criteria specified in statute and the guidelines. In the case of Safe Routes to Schools and Recreational Trails, this may allow for a process that is more familiar from past evaluations. In the case of MPOs, this would be consistent with the provision of statute that allows for an MPO to establish its own evaluation criteria, subject to approval by the CTC.

Staged Evaluation. We recommend a staged evaluation process that would be a variation on the sequential selection process discussed in the workgroup meetings. The intent would be to (1) maximize project selection opportunities for project applicants and advocates, (2) provide full opportunity for consideration of regional priorities, and (3) keep the evaluation timeline and workload manageable.

Under this proposal, there would be an initial evaluation stage with 12 separate concurrent evaluations resulting in 12 different project lists, one for each of the nine large MPOs, and one each for the areas outside the large MPOs, for Safe Routes to Schools, and for Recreational Trails. Each of the 12 evaluations would be conducted by a different evaluation team. There would need to be some initial screening to identify projects eligible for consideration for Safe Routes to Schools and Recreational Trails. This could come from self-identification by the applicant but in any case should be verified by the CTC or Caltrans. Once so identified, a project application could be placed into consideration for two different project evaluations at the same time. For example, a Safe Routes to Schools project might be considered for evaluation and selection from both the Safe Routes to Schools list and from either the MPO or the 10% list.

We propose that each of the 12 concurrent evaluations result in a priority list of up to 150-200% of the identified funding share for that area or subprogram. Each list would designate projects to be funded at a 100% funding level and priorities for additional funding above that level.

These 12 priority lists would then be forwarded to the CTC, and the CTC would develop a comprehensive program from the projects in the initial priority lists. The CTC staff would present to the Commission a proposed program of projects that includes all eligible projects proposed through the initial evaluations at the 100% of share level plus an additional selection of projects. The recommended program would take into consideration the priorities identified in the initial evaluations, a statewide evaluation of priorities across areas and subprograms, project scheduling and deliverability, availability of funding by year, and compliance with all program and funding mandates and constraints.

Selection Committee(s) Membership. We propose rural participation in the selection committee(s). Members of the committee(s) would not evaluate projects from their jurisdiction.

Project Deliverability. There is one potentially critical criterion that seems to be missing so far from the discussion of evaluation criteria and that is project readiness, or the ability of an applicant to deliver the proposed project. The program guidelines should recognize this in some way. There is no point in programming funds for a project, no matter how well it meets other criteria, if the project applicant is not able, for whatever reason, to deliver it within the programming timeframe.

State Only Funding. Establish a dollar threshold for smaller projects to be programmed with state funds. Focus use of federal funds on larger projects that will most likely already be federalized.

Geographic Distribution. For the 10% share to rural and small urban areas in the state, other than the nine large MPOs, we recommend that geographic distribution be added as a criterion for evaluation. We do not advocate that this be defined in any more specific terms, as by a formula or maximum. We do believe, however, that the evaluation for this share should be permitted to take geographic distribution into account.

Supplanting of other funds. We note that there has been some discussion of a guideline that would preclude the supplanting of other funds for a project. We understand that there is reason to preclude the supplanting of funds committed to a project already under award or contract. However, we do not see the need to preclude the use of ATP funds for a future project that may have been scheduled for

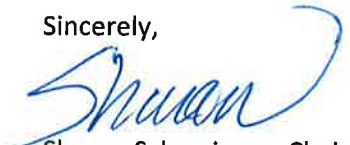
local funding. We suggest, that for the first round, agencies that have projects selected that supplant funds, use an equivalent amount of supplanted funds for projects in their region that meet Active Transportation Program criteria.

Process Timeline. For the initial two-year cycle, the timeline might look like this:

- March 20, 2014. CTC adopts the initial ATP guidelines and the ATP fund estimate for the initial cycle.
- June 1, 2014. All applications due, with copies to the CTC, Caltrans, and the MPO or regional agency. CTC or Caltrans would identify potential eligibility for Safe Routes to Schools and Recreational Trails.
- August 1, 2014. All initial evaluations and priority lists to be completed and submitted to the CTC. These initial evaluations and lists would be prepared by the MPOs and by separate evaluation teams nominated by the CTC for the 10% share, for Safe Routes to Schools, and Recreational Trails. The Recreational Trails evaluation and list would be prepared by or in conjunction with the Department of Parks and Recreation. CTC staff to publish its recommendation for the full program.
- September 19, 2014. CTC adoption of the program.

Thank you for your consideration of these comments and suggestions. I look forward to our meeting Friday to explore these and other ATP questions together at greater length.

Sincerely,



Sharon Scherzinger, Chair

Mono County Local Transportation Commission

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

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

Staff Report

November 15, 2013

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Workshop on the draft financial element update to the Regional Transportation Plan (RTP)

RECOMMENDATIONS:

Review and provide any desired direction to staff.

FISCAL IMPLICATIONS:

The RTP is the primary planning document on transportation issues and priorities for the Mono County LTC and provides the policy framework for funding regional transportation projects. Projects included in the 2014 Regional Transportation Improvement Program (RTIP) or future RTIPs are required to be consistent with the RTP.

ENVIRONMENTAL COMPLIANCE:

An addendum to the Environmental Impact Report for the existing RTP will be prepared prior to a recommendation to adopt in December.

RTP / RTIP CONSISTENCY:

The update to the financial element is needed to ensure the 2014 RTIP is consistent with the RTP.

DISCUSSION:

An overview of the update will be given by staff.

CHAPTER 6

FINANCIAL ELEMENT

FOCUS AND CONTENT

The Financial Element of the RTP must identify how the adopted transportation system can be constructed and maintained by providing “system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation” (23 CFR 450.322(f)(10)). In order to fulfill this goal, the Financial Element provides the following information:

- An overview of current Federal and State transportation funding;
- A list of existing and potential revenue sources for transportation system improvements in Mono County;
- A list of financially unconstrained projects;
- A list of financially constrained projects (as presented in the STIP); and
- The identification of projects listed in the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP) and the inclusion of those projects in the Federal Transportation Improvement Program (FTIP).

TRANSPORTATION FUNDING OVERVIEW

FEDERAL FUNDS

Transportation funding for surface transportation programs, particularly for highways and public transportation, is funded largely by Federal transportation funds. The most current Federal Transportation Bill is MAP-21 (the Moving Ahead for Progress in the 21st Century Act), which allocates funding through FY 2013-2014. MAP-21 eliminated some existing federal transportation programs, introduced new programs, and amended other existing programs.

Core programs in MAP-21 include the following:

- Congesting Mitigation and Air Quality Improvement Program (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning;
- National Highway Performance Program (NHPP);
- Surface Transportation Program (STP);
- Transportation Alternatives Program (TAP); and
- Tribal Transportation Program (TTP).

These programs are funded primarily through the Highway Trust fund, which has two accounts, one for highways and one for mass transit. Revenue for the fund comes mostly from gas taxes, which are not indexed to inflation. As fuel consumption declines, revenues for the Federal Highway Trust Fund decline as well. Since 2008, Congress has transferred general funds to the Highway Trust Fund, but has not created any new, ongoing revenue for the Highway Trust Fund. Shortfalls in the Federal Highway Trust Fund will have a very real and serious trickle-down effect to the local level, resulting in insufficient funds to meet existing obligations.

STATE FUNDS

The State Highway Account (SHA) funds the State Highway Operation and Protection Program (SHOPP) for maintenance projects on the State Highway System. Unallocated SHA funds may also be used to make short-term loans to advance the capital-improvement phase of STIP-eligible projects, provided those projects meet certain criteria.

The SHA is also funded through gas taxes, which were indexed for inflation in 2013, for the first time in over 15 years. SHA funding continues to decline also as fuel consumption declines. In response, Caltrans has developed a ten-year “financially-constrained needs plan”, with an estimated total need of \$2,082,000,000 annually in 2012 dollars to meet needs identified in the SHOPP.

The State Transportation Improvement Program (STIP) consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The STIP includes a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, as allocated by the California Transportation Commission for the following five fiscal years.

TRANSPORTATION FUNDING SOURCES

This section contains an inventory of existing and potential new transportation funding sources that may be available for transportation system improvements outlined in the Mono County RTP over the 20-year planning period.

Transportation Funding Sources, Mono County & the Town of Mammoth Lakes

Program	Source of Funding	Mode Served
Airport Improvement Program (AIP)	Federal	Aviation
Active Transportation Program (ATP)	Federal, State	See BTA, SR2S, and TAP
Bicycle Transportation Account (BTA)	State	Pedestrian, bicycle
California Office of Traffic Safety Grants (OTS)	State	Pedestrian, bicycle
California Safe Routes to Schools (SR2S0)	State	Highway, roads, pedestrian, bicycle
California Streets and Highways Code, Sections 887.8(b) and 888.4	State	Non-motorized facilities
Caltrans, Division of Aeronautics	State	Aviation
Community Based Transportation Planning Program (CBTP)	State	Transportation and land use planning
Emergency Relief for Federally Owned Roads (ERFO)	Federal	Tribal and Federal lands transportation facilities, public roads on Federal lands
Emergency Relief Program, Federal Aid Highways (ER)	Federal	Highways, roads, tribal transportation
Environmental Enhancement and Mitigation Program (EEMP)	State	Highway landscaping, resource lands improvements
Environmental Justice Transportation Planning Grants (EJ)	State	Transportation planning
Federal Lands Access Program (FLAP)	Federal	Highways
Federal Transit Administration Transit Grant Programs (FTA)	Federal	Transit, para-transit
Highway Safety Improvement Program (HSIP)	Federal	Highways, roads, pedestrian, bicycle, Safe Routes to Schools, workforce development, training and education
Interregional Transportation Improvement Program (ITIP)	Federal/State	State highways, transportation enhancements
Mello-Roos Community Facilities Act	State	Roads, pedestrian, bicycle
Prop 1B Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006	State	Highways, roads, transit, traffic reduction, air quality, bridges
Prop 116 Clean Air and Transportation Improvement Act of 1990	State	Transit, pedestrian, bicycle
Recreational Trails Program (RTP)	Federal	Trails, trail-related facilities
Regional Transportation Improvement Program	Federal	Highways, roads, transit, pedestrian, bicycle

(RTIP)		
Rural Planning Assistance (RPA)	State	State transportation planning
State Gas Tax		Roads, maintenance
State Highway Operations and Protection Program (SHOPP)	State	Highways, roads, pedestrian, bicycle
State Transportation Improvement Program (STIP)	State	Highways, roads, transit, pedestrian, bicycle
Surface Transportation Program (STP)	State	Highways, roads, bridges, pedestrian, bicycle, transit, environmental mitigation, local streets
Transportation Alternatives Program (TAP)	Federal	Pedestrian, bicycle, transit, trails, environmental mitigation, Safe Routes to Schools, landscaping
Transportation Development Act of 1971 (TDA)	State	Highways, roads, transit, pedestrian, bicycle
Tribal Transportation Program (TTP)	Federal	Roads, bridges, transit, transportation planning
U.S. Forest Service	Federal	Roads

Airport Improvement Program (AIP)

The Federal Aviation Administration (FAA) provides funding for airport planning and development projects that enhance capacity, safety, security, and mitigate environmental issues. FAA grants have been utilized by the County and the Town for airport improvements. Funding is available through FY 2015 at 90 percent federal participation/10 percent local participation.

Active Transportation Program (ATP)

The Active Transportation Program consolidates various Federal and State programs into a single program with the intent of making California a national leader in active transportation (biking, walking, other non-motorized transportation modes). The purpose of ATP is increase use of active modes of transportation and, in doing so, to increase safety and mobility, help achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities share equally in the benefits of the program, and provide a broad spectrum of projects to benefit a variety of active transportation users. The ATP includes the Bicycle Transportation Account (BTA), the California Safe Routes to School (SR2S), Environmental Enhancement and Mitigation Program (EEMP), and the Transportation Alternatives Program (TAP).

Bicycle Transportation Account (BTA)

The BTA funds projects that improve safety and convenience for bicycle commuters in jurisdictions with an adopted Bicycle Transportation Plan (BTP). The BTA is now part of the ATP.

California Office of Traffic Safety (OTS) Grants

OTS grants fund bicycle and pedestrian safety and educational program on a competitive basis.

California Safe Routes to School (SR2S)

Eligible projects for SR2S funds include infrastructure projects in the vicinity of a school, as well as traffic education and enforcement activities within approximately 2 miles of an elementary or middle school. Other eligible non-infrastructure activities do not have a location restriction. SR2S infrastructure projects are eligible for TAP funds and may be eligible in the HSIP or STP. The SR2S is now part of the ATP.

California Streets and Highways Code Sections 887.8(b) and 888.4

These sections of State Code permit Caltrans to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a State Highway.

Caltrans, Division of Aeronautics, Grants and Loans

The California Aviation System Plan (CASP) identifies eligible projects for the State's aviation funding programs. These programs provided grants and loans to eligible programs for capital improvements, land acquisition, and planning projects. Eligibility for some grants requires inclusion in the STIP. Includes *Acquisitions and Development (A&D) Grant Program, Annual Credit Grants, Airport Loan Program, and State AIP Matching Grants.*

Community-Based Transportation Planning (CBTP) Grant Program

This program provides funding for coordinated land use and transportation planning process that results in public engagement, livable communities and a sustainable transportation system. Caltrans administers the program; for FY 2013-14 the grant cap is \$300,000.

Emergency Relief Program for Federal-Aid Highways (ER)**Emergency Relief for Federally Owned Roads (ERFO)**

These programs provide funds to repair federal-aid highways and roads on federal lands which have been damaged by natural disasters or catastrophes. The federal funds are meant to supplement State and local funds.

Environmental Enhancement and Mitigation Program (EEMP)

This is a State program funded by gas tax monies, which provides grants to mitigate the environmental impacts of modified or new public transportation facilities. Grants are awarded in four categories: Highway Landscaping and Urban Forestry; Resource Lands; Roadside Recreation; and Mitigation Beyond the Scope of the Lead Agency. Grants are generally limited to \$350,000. Grant proposals are evaluated by the California Natural Resources Agency; funds are administered by Caltrans. The EEMP is now part of the ATP.

Environmental Justice Transportation Planning Grants (EJ)

This program is administered by Caltrans and focuses on projects that address transportation and community development issues relating to low-income, minority, Native American, and other under-represented communities. The goal of the program is to improve mobility, access, safety, affordable housing opportunities and economic development opportunities for those groups.

Federal Lands Access Program (FLAP)

This program is a component of MAP-21, and is a replacement for the Federal Lands Highway Program. FLAP supplements State and local funding to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands, particularly those that serve high-use recreation sites and economic generators.

Federal Transit Administration (FTA) Transit Grant Program

FTA grants provide funding for a variety of transit related programs and activities.

- FTA Section 5304, Transit Planning Grant Program, provides funding for transit and/or intermodal planning studies in areas with populations under 100,000.
- FTA Section 5310, Elderly Individuals & Individuals with Disabilities, provides discretionary capital funds to meet the transportation needs of elderly persons and persons with disabilities. Grants may be awarded to public transit operators or private non-profit organizations.
- FTA Section 5311, Rural Area, provides capital and operating expenses for non-urbanized transit systems in rural areas. A portion is set aside for Native American tribes.
- FTA Section 5311(b)(2)(3), Rural Transit Assistance Program (RTAP), provides funds for training, technical assistance, research, and related support services for transit operators in non-urbanized areas.

Highway Safety Improvement Program (HSIP)

A component of MAP-21 and a core Federal-aid program which focuses on significantly reducing fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

Mello-Roos Community Facilities Act

This act allows local governments or districts to establish a Mello-Roos Community Facilities District (CFD) to provide for financing public improvements and services where no other money is available.

Prop 1B--The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

Bond revenues for the following uses:

- Congestion Reduction, Highway and Local Road Improvements—for capital improvement projects to reduce congestion and increase capacity on state highways, local roads, and public transit.
- Safety and Security—for projects to protect against a security threat of improve disaster response capabilities on transit systems, as well as grants to seismically retrofit bridges, ramps, and overpasses.
- Goods Movement and Air Quality—for projects to improve the movement of goods on state highways. Can also be used to improve air quality by reducing emissions related to goods movement and replacing or retrofitting school buses (that portion is administered by the California Air Resources Board).

Prop 116—Clean Air & Transportation Improvement Act of 1990

Non-urban county transit funds can be made available for transit or non-motorized facilities. There has been some difficulty in approving allocations under Prop 116 due to the State’s fiscal problems.

Recreational Trails Program (RTP)

MAP-21 amended this program to make funding for recreational trails projects a set-aside from the State’s TAP funds, unless the Governor opts out in advance.

Rural Planning Assistance (RPA)

Rural Planning Assistance (RPA) funding is for state transportation planning activities and is allocated annually based on a population formula.

State Highway Operations & Protection Program (SHOPP)

The SHOPP provides funding for maintenance of the State Highway System. Projects are nominated within each Caltrans District office and are sent to Caltrans Headquarters for programming. Final projects approval is determined by the CTC, with funding prioritized for critical categories (emergency, safety, bridges, pavement preservation). The State currently has insufficient funds to maintain the existing transportation infrastructure and there is no set formula for allocating SHOPP funds.

State Transportation Improvement Program (STIP)

The STIP is a five-year capital improvement program for the planning and implementation of capital improvements to the transportation system, including improvements to mobility, accessibility, reliability, sustainability and safety. The STIP includes two components, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RTIP receives 75 percent of the STIP funds, and the ITIP receives 25 percent of the funds.

The RTIP is prepared by the Mono County LTC and approved by the CTC as a part of the STIP, generally every two years. The ITIP is prepared by Caltrans and approved by the CTC as part of the STIP, although regional agencies can provide input and seek co-funding for specific ITIP projects in their region.

Surface Transportation Program (STP)

STP funding can be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and pedestrian projects, including environmental restoration and pollution abatement. A portion of the STP is set aside for TAP and State Planning and Research.

Transportation Alternatives Program (TAP)

The TAP is a new program established by MAP-21 that provides funding for alternative transportation projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. TAP projects are not required to be located along Federal-aid highways. The TAP is a competitive program and is not included in the STIP. The TAP is now part of the ATP.

Transportation Development Act (TDA)

The Transportation Development Act (TDA) of 1971 created two funds primarily for public transportation: the State Transit Assistance (STA) account and the Local Transportation Fund (LTF). These are funded by a share of the state sales tax that is returned to the county of origin to support transit programs. In areas having no unmet transit needs, the funds may be spent for transportation planning or street and road purposes, at the discretion of the LTC. LTF funds are presently divided proportionately between the Town (55 %) and the County (45 %). LTF funds can be used as local matching funds for either state or federal funds. LTF funds are a traditional revenue source for Mono County and the Town.

Tribal Transportation Program (TTP)

The Tribal Transportation Program supports projects that improve access to and within Tribal lands. Under Map-21, the TTP replaces the Indian Reservation Roads program, and adds new set-asides for transportation and tribal safety projects. Eligible activities include transportation planning, engineering, and maintenance, the construction, restoration, or rehabilitation of transportation facilities, environmental mitigation, and the operation and maintenance of transit facilities that are located on or provide access to tribal lands.

US Forest Service

The U.S. Forest Service places a fee on all timber receipts from national forests. States then receive 25 percent of the receipts from timber sales within their boundaries which are passed through to local agencies to benefit roads and schools in the counties where the sales occurred. In Mono County, this revenue becomes part of the County Road Fund, to be used for operational improvements.

POTENTIAL ADDITIONAL FUNDING SOURCES

Other local funding sources may be available in Mono County should state and federal funding sources prove insufficient in the future, including funding for ongoing maintenance and rehabilitation projects for existing facilities. The following local funding sources could be used in Mono County and the Town of Mammoth Lakes:

General Fund

Monies come from a variety of sources, including property tax, business license tax, bed tax, motor vehicle in-lieu fees, and other fees levied by the Town and County. General fund monies can be used to pay a portion of capital costs, or to cover budget items normally covered by LTF monies. It is important that a local commitment be present to attract grant sources.

Development Impact Fees

Development Impact Fees may be available to offset potential transportation-related impacts identified for specific projects.

Public/Private Partnerships

Funding may be available from local agencies and private organizations. Recent cooperation between the U.S. Forest Service and the community of Lee Vining resulted in the construction of the Lee Vining community trail, and a local snowmobile enthusiasts group has helped develop signed snowmobile trails on public lands. In addition, it may be possible to obtain assistance from local groups and businesses in the construction and maintenance of bikeway facilities through a sponsorship program similar to the Adopt-A-Highway program implemented by Caltrans.

Other Local Sources

Other local sources may be available should state and federal funding sources prove insufficient for future projects:

- Increase in Transient Occupancy Tax (TOT)
- Condominium Use Tax
- Local Gas Tax

Special Transportation Taxes
 Fees and Charges for Services
 Developers Contribution
 Mitigation Fees
 Revenue Bond
 Lease Purchase Acquisition
 Grants-in-Aid
 Benefit Assessment Districts
 County Service Area Improvement Area Bonds
 Major Thoroughfare Fees

FINANCE PLAN

RELATIONSHIP BETWEEN THE RTP FINANCIAL ELEMENT AND THE STIP

Most of the highway and road system in Mono County is either Federal or State highways. As a result, the County relies heavily on the STIP and SHOPP to fund transportation improvements and maintenance projects on surface roads in the county. Projects in the Mono County RTP Financial Element are aligned with the STIP and the RTIP in order to provide consistency with those documents and in order to ensure maximum funding for projects in the County.

EXISTING TRANSPORTATION SYSTEM OPERATING COSTS

Current projected transportation system operating costs for Mono County and the Town of Mammoth Lakes are shown in Appendix D. Those costs include the costs to operate and maintain the existing transportation system in Mono County, including the cumulative cost of deferred maintenance on the existing infrastructure. Current revenue projections for the operations and maintenance of the existing transportation system are also shown in Appendix D for both the County and the Town. For the County, Fiscal Year 12/13 shows actual revenues & expenditures, FY 13/14 is based on the current budget and the remaining are based on a 2% projected growth factor, except the General Fund which is projected to remain stable.

COSTS & REVENUE PROJECTIONS FOR TRANSPORTATION SYSTEM IMPROVEMENTS

This section includes estimates of costs and revenue projections for transportation system improvements recommended in the Action Element, by mode and by recipient agency.

Revenues allocated for transportation purposes by Mono County have traditionally included revenues restricted to transportation uses, such as state fuel taxes (Streets and Highways Code Section 2104 and 2106), vehicle code fines, forest reserve payments, Local Transportation Funds, State Transit Assistance Funds, developers' fees and direct assessment, and Federal-Aid Secondary. In addition, certain non-restricted funds have traditionally been used, including motor vehicle in-lieu fees, minor property rents, and federal revenue sharing. In recent years, the County has received transportation grant monies for airport improvements and transit and has also appropriated General Fund contingency monies when faced with emergency road repair needs.

HIGHWAYS

Costs and revenue projections for proposed transportation system improvements on highways within Mono County are contained in the STIP and SHOPP(see Appendix D).

LOCAL ROADWAYS

Cost and revenue projections for eligible roadway construction and rehabilitation projects are contained in the STIP (see Appendix D).

TRANSIT

Annual operating costs for transit services in Mono County are supported by LTF and STA funds. Improvements to the system (e.g. bus purchases) are funded by grants or STIP funds. Local transit in Mammoth Lakes (the Mammoth Area Shuttle) is privately funded. In addition, funds may be available for capital and expense requirements for design, development and implementations of eastern sierra rural ITS transit system as might affect the Count (i.e. bus-stop/electronic kiosks at the Town and County communities bus-to-bus) communications equipment and transit management equipment might need cost estimates.

INTERREGIONAL CONNECTIONS

Recommended actions for interregional connections include continued participation in YARTS and the Sierra Nevada ITS Strategic Plan planning process. Those actions have no associated costs. The Action Element also recommends continued participation in the intercity transit planning process with Inyo and Kern counties and Caltrans, and the collaborative planning process with Inyo, Kern, and San Bernardino to pool STIP funds for priority projects. Neither of those collaborative planning processes currently has any associated costs.

AVIATION

Project funding for identified short-term capital improvements at county airports is anticipated to come from a combination of FAA Airport Improvement Program grants (90%) and local match (10%). Projected costs for improvements at the Lee Vining Airport and Bryant Field Airport are shown in Appendix D. Project funding for identified improvements at the Mammoth Yosemite Airport is anticipated to come from a combination of FAA grants (approximately 90%) and local match (approximately 10%). Projected costs for improvements at the Mammoth Yosemite Airport are shown in Appendix D.

NON-MOTORIZED FACILITIES

Improvements to non-motorized facilities in Mono County have been included in the STIP. RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways.

FINANCIALLY CONSTRAINED PROJECTS

This section contains a list of financially constrained projects for which funding has been identified, or is reasonably expected to be available within the RTP planning horizons (short-term and long-term). See Appendix D for the current STIP.

FINANCIALLY UNCONSTRAINED PROJECTS

The Mono County LTC has developed a list of financially unconstrained projects (projects that are both necessary and desirable should funding become available), which is included in Appendix D.

POTENTIAL FUNDING SHORTFALLS OR SURPLUSES

Current funding sources are insufficient to maintain or even modestly improve Town and County road systems. Many roads in community areas throughout the County are unimproved private roads that have not been accepted in the County Road Maintenance System because of their substandard conditions. Liability issues and funding shortages impede the County's ability to accept ownership of substandard private roads. Maintenance of these roads therefore depends on private funding which is often inadequate. Future additions to the County road system will be improved since it is the County's policy to require developers to pay for appropriately engineered streets for each new subdivision.

The fact that Mono County has a resident population of 14,348 persons and a private land base of only 6 percent of its total area severely limits the availability of funding for improvements to its transportation system. State redistribution of gas tax revenues and other transportation funds is based primarily on the resident population of each county. Factors such as origination point of funds, traffic volumes, recreational benefits, travel alternatives, and need are given little weight in the State distribution formula. Mono County with its small resident population does not qualify for sufficient funding to address the impacts of the large tourist traffic volumes experienced in the County.

APPENDIX D

Current Programming and Financing

CURRENT IMPROVEMENT PROGRAMS

- *Mono County Highway Improvement Programs*
- *Mono County Roadway Improvement Program*
- *Town of Mammoth Lakes Roadway Improvement Program*
- *Mono County Airport Capital Improvement Programs*
- *Town of Mammoth Lakes Airport Capital Improvement Programs*
- *Mono County Unconstrained Projects List*

CURRENT FINANCING

- *Mono County Projected Transportation System Operating Costs*
- *Town of Mammoth Lakes Transportation System Operating Costs*
- *Mono County Revenue Projections*
- *Town of Mammoth Lakes Revenue Projections*

SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM: SHOPP, STIP, HSIP, ATP

Route	Beg PM	End PM	Location	Project Description	CTC Project Category	Tier	Est. Total Cost (\$1000)	Funding Source
006	5.467	24.706	Chalfant and Benton from 0.7 mile north of Brown Subdivision Road to Walker Place	widen shoulders	System Management	III	\$10,000	SHOPP
006	24.706	26.030	Benton from Walker Place to 0.3 mile north of Christy Lane	widen shoulders	System Management	III	\$1,000	SHOPP
006	26.040	32.290	Near Benton from 0.3 mile north of Christy Lane to the California/Nevada state line	widen shoulders	System Management	III	\$3,000	SHOPP
108	4.000	5.000	From 1.0 mile east of Soda Creek Bridge (No. 47-0018) to 1.950 miles east of Soda Creek Bridge (No. 47-0018)	curve correction	System Management	IV	\$1,500	STIP, SHOPP
108	9.824	15.149	From 0.4 mile west of Wolf Creek Bridge (No. 47-0016) to US 395	construct shoulders	System Management	III	\$2,500	SHOPP
120	4.500	5.400	In Mono County near Lee Vining from 2.1 miles east of Ellery Lake Campground Road to 3.2 mile west of Poole Power Plant Road	rockfall mitigation	System Management	IV	\$40,000	STIP, SHOPP
120	57.980	58.990	Near Benton from Clark Ranch Road to US 6	widen shoulders	System Management	III	\$1,000	SHOPP
158	0.000	15.836	Near June Lake from the south junction with US 395 to the north junction with US 395	upgrade drainage	System Preservation	III	\$1,000	SHOPP
167	10.000	21.300	Near Mono Lake from 10.0 miles east of US 395 to the Nevada State Line	2R rehab-full depth recycle	System Management	III	\$3,500	SHOPP
182	0.000	0.808	At Bridgeport from US 395 to Sagebrush Drive	widen shoulders	System Management	III	\$100	SHOPP
203	4.470	4.782	In Mammoth Lakes from Forest Trail Road to Lake Mary Road/Minaret Road	curb, gutter, and sidewalks will be constructed as a condition of further development	System Expansion	III	\$500	Developer Fees
203	4.782	5.090	In Mammoth Lakes from Lake Mary Road/Minaret Road to Mountain Boulevard	construct sidewalk, north side of highway	System Expansion	III	\$400	HSIP, ATP
203	4.782	5.230	In Mammoth Lakes from Lake Mary Road/Minaret Road to Sierra Boulevard	construct sidewalk, south side of highway	System Expansion	III	\$500	HSIP, ATP
266	0.000	4.350	Near Oasis from California/Nevada state line to Route 168	mitigation for free range cattle	System Management	IV	\$500	SHOPP
270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	paved turnouts	System Management	IV	\$2,000	ATP

Appendix D - Draft

270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	culvert extensions	System Management	IV	\$500	SHOPP
270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	widen shoulders	System Management	IV	\$10,000	SHOPP
395	9.000	10.700	At Lower Rock Creek Rd. intersection or Upper Rock Creek Rd. intersection	intersection improvements and possible frontage road	System Management	IV	\$3,500-\$6,000	STIP, SHOPP
395	4.100	4.500	On Sherwin Grade 4.1 miles north of the Inyo/Mono county line at both the northbound and southbound vista points	Vista Points improvements / ADA	System Management	III	\$1,800	ATP
395	6.800	9.900	From 2.6 miles south of Lower Rock Creek Road to 0.3 miles south of Rock Creek Road	widen shoulders	System Management	II	\$2,500	SHOPP
395	6.900	10.300	Near Tom's Place from 2.4 miles south of Lower Rock Creek Rd. to Rock Creek Rd.	3R Rehabilitate Pavement	System Preservation	IV	\$16,000	STIP, SHOPP
395	10.179	10.349	From 0.1 mile south of Rock Creek Road to 0.1 mile north of Rock Creek Road	construct northbound and southbound acceleration and right-turn pocket lanes	System Management	III	\$500	SHOPP
395	40.000	45.000	From 0.3 mile south of Route 158 to 0.1 mile north of Old West Portal Road	CAPM	System Preservation	II	\$6,000	SHOPP
395	57.800	60.200	Near Lee Vining from 0.4 mile south of Route 167 to 0.2 mile north of Conway Ranch Road	construct passing lanes	System Management	IV	\$8,000	STIP, SHOPP
395	62.500	62.500	Conway Vista Point near Mono Lake at the Conway Vista Point	Vista Point improvements / ADA	System Management	III	\$1,600	ATP
395	66.000	68.000	About 10 miles south of Bridgeport from 2.5 miles north of Virginia Lakes Road to 3.9 miles south of Green Creek Road	construct passing lanes	System Management	IV	\$20,000	STIP, SHOPP
395	69.850	75.000	Near Bridgeport from Route 270 to 0.2 mile north of Huggans Lane	CAPM or Rehab	System Preservation	II	\$3,600 - \$11,000	SHOPP
395	72.800	73.500	Near Bridgeport from 0.9 mile north of Green Creek Rd. to 1.3 miles south of Huggans Lane	curve correction	System Management	IV	\$10,000	STIP, SHOPP
395	73.400	83.100	Near Bridgeport from 1.5 miles north of Green Creek Rd. to 2.5 miles north of Buckeye Rd.	construct passing lanes	System Management	III	\$10,000	STIP, SHOPP
395	76.300	76.500	In Bridgeport from Route 182 to Sinclair Street	construct sidewalk	System Expansion	III	\$200	ADA, ATP
395	88.400	91.600	Between .03 miles north of Devil's Gate Summit and Burcham Flat Rd.	widen shoulders	System Management	III	\$5,000	SHOPP
395	90.800	92.300	North of Bridgeport from 0.7 mile south of Burcham Flat Rd. to 0.7 mile south of Little Walker River Rd.	curve correction / realignment	System Management	III	\$13,000	STIP, SHOPP

Appendix D - Draft

395	93.400	95.700	From .03 mile south of Route 108 to 2.0 miles north of Route 108	widen shoulders	System Management	III	\$2,000	SHOPP
395	101.273	106.350	Near Coleville from 5.1 miles south of Eastside Lane to Eastside Lane	widen shoulders	System Management	III	\$2,500	SHOPP
395	106.000	115.000	Near Coleville from 0.3 mile south of Eastside Lane to 0.3 mile north of Topaz Lane	CAPM	System Preservation	II	\$2,000	SHOPP
395	106.350	116.965	Near Coleville from Irrigation Canal Bridge (No. 47-0056) to Route 89	widen shoulders	System Management	III	\$5,000	SHOPP

2014 SHOPP PROJECTS

Route	Beg PM	End PM	Location	Name	Work Description	Project Type	Est. Total Cost (\$1000)
395	52.3	53.7	Near Mono Lake	Lee Vining Rock Fall	Flatten cut slopes to minimize rockfall potential.	Safety	\$10,096
395	72.5	86.0	South and North of Bridgeport	Bridgeport Culverts	Replace Culverts.	Maintenance	\$3,639
395	80.6	84.1	North of Bridgeport	Sheep Ranch Shoulders	Widen Shoulders, stabilize slopes, and install rumble strip.	Safety	\$8,525
395	88.4	91.6	Devils Gate Passing to Burcham Flat Rd.	Aspen-Fales Shoulders	Widen shoulders and install rumble strip.	Safety	\$10,061
395	93.4	95.7	Near Sonora Junction	Little Walker Shoulders	Widen shoulders and install rumble strip.	Safety	\$6,976

LONG-RANGE HIGHWAY IMPROVEMENT PROGRAM

Caltrans Interregional Improvement Program (IIP)*

The Mono County Local Transportation Commission supports Caltrans District 9's IIP priority listing of projects. The following projects are ranked in order of priority and are needed to relieve congestion and improve the level of service on Highway 395.

Priority	County	Project Description
# 1	Inyo	Olancha Cartego 4-lane
#2	Kern	Freeman Gulch 4-lane Segment 1
#3	Kern	Freeman Gulch 4-lane Segment 2
#4	Kern	Freeman Gulch 4-lane Segment 3
#5	San Bernardino	Southern US 395 Corridor 4-lane
#6	Mono	North Conway Passing Lane
#7	Mono	Conway Ranch Passing Lanes
#8	Mono	Bridgeport Valley Passing Lanes
#9	Kern	Inyokern 4-lane

* These projects should include various CMS, HAR, dynamic curve warning system, and other roadway applications in their scopes where appropriate.

MONO COUNTY ROADWAY IMPROVEMENT PROGRAM

MONO COUNTY SHORT TERM LOCAL ROADWAY IMPROVEMENT PROGRAM

Mono County’s Short-Term Local Roadway Improvement Program focuses on road maintenance and rehabilitation. Projects will be prioritized based on the most effective use of resources. Pavement sections may not be resurfaced or rehabilitated based solely on PCI ratings. Instead, projects may be consolidated by community area and prioritized based on an assessment of the overall status of pavement within a community area. This approach will enable the County to minimize mobilization costs and maximize funding available for roadway rehabilitation.

Road	Location	Length of pavement	PCI	Snow Removal Priority
Rock Creek Road	Sunny Slopes	8.05	4.00	IV
Dawson Ranch Road	Hammil Valley	0.77	4.00	III
Hammil Road	Hammil Valley	0.78	4.00	III
Crestview Drive	Hammil Valley	0.5	4.00	III
Black Rock Mine Road	Hammil Valley	7.88	2.00	III
Walker Place	Benton	0.09	4.00	III
South Road	Benton	0.32	4.00	III
Reichart Ranch Road	Benton	0.69	4.00	III
Owens River Road	Near Benton Xing LF	3.8	3.00	IV
School Road	Near Hot Creek Fish Hatchery	0.12	3.00	I
Substation Road	Old Mammoth Substation	1.53	4.00	III
Antelope Springs Road	Old Mammoth Substation	0.94	3.00	III
Airport Road	Mammoth Airport	1.34	6.00	II
Hot Creek Hatchery Road	Mammoth Airport	1	5.00	III
Aspen Terrace	Hilton Creek	0.27	4.00	III
Delta Drive	Hilton Creek	0.27	4.00	III
Hilton Creek Drive	Hilton Creek	0.23	4.00	III
Crowley Lake Circle	Hilton Creek	0.04	4.00	III
Virginia Avenue	Chalfant Valley	0.21	4.00	III
Chase Avenue	Chalfant Valley	0.2	4.00	III

Appendix D - Draft

Brown Subdivision Road	Chalfant Valley	0.1	4.00	I
Chidago Way	Chalfant Valley	0.2	4.00	I
Piute Lane	Chalfant Valley	0.09	4.00	III
Coyote Road	Chalfant Valley	0.2	4.00	III
Buena Vista Drive	Chalfant Valley	0.23	4.00	III
Lisa Lane	Chalfant Valley	0.28	4.00	I
Ronda Lane	Chalfant Valley	0.17	4.00	III
Mary Lane	Chalfant Valley	0.17	4.00	III
Montana Road	Sunny Slopes	0.05	4.00	III
Pumice Mine Road	Just south of June Lake Junction	0.41	4.00	V
Aspen Road	June Lake	0.22	4.00	III
Test Station Road	Lee Vining	2.86	4.00	III
Dross Road	Lee Vining	0.41	4.00	II
Ellery Lake Campground Road	Off of Tioga Pass Road	0.25	4.00	V
Goat Ranch Cut-Off	Conway Ranch	0.7	4.00	III
Forest Road	June Lake	0.4	4.00	III
Lyle Terrace Road	June Lake	0.39	4.00	III
Gull Lake Campground Road	June Lake	0.31	4.00	V
Conway Road	Conway Ranch	0.34	3.50	III
Glacier Canyon Road	Conway Ranch	0.25	3.00	III
Lundy Circle	Conway Ranch	0.07	3.00	III
Bodie Circle	Conway Ranch	0.06	3.00	III
Hunewill Ranch Road	Bridgeport/Twin Lakes	1.04	4.00	III
Spur Court	Twin Lakes	0.07	4.00	III
Ramp Road	Bridgeport	0.2	3.00	III
Jack Sawyer Road	Bridgeport	0.19	3.50	III
Kirkwood Street	Bridgeport	0.1	4.00	III
Stock Drive	Bridgeport	0.5	5.00	III
Court Street	Bridgeport	0.04	5.00	III
Bryant Street	Bridgeport	0.2	4.50	I

Appendix D - Draft

Cemetery Road	Bridgeport	0.04	3.00	III
Shop Road	Walker	0.07	4.00	I

MONO COUNTY ROADWAY IMPROVEMENT PROGRAM

MONO COUNTY LONG RANGE LOCAL ROADWAY IMPROVEMENT PROGRAM

Road Rehabilitation Projects

Airport Road (Lee Vining)
Airport Road / Hot Creek Hatchery Road
Antelope Springs Road
Benton Crossing Road
Buckeye Road
Cemetery Road
Convict Lake Road
Crowley Lake Drive
Cunningham Lane
Eastside Lane
Hackamore Lane
Hunewill Ranch Road
Lower Rock Creek Road
Lundy Canyon Road
McGee Creek Road
Mt. Morrison Road
Northshore Drive
Oil Plant Road
Owens Gorge Road
Owens River Road
Pit Road
Ramp Road
Rock Creek Road
Sawmill Road
Sherwin Creek Road
Substation Road
Swall Meadows Road
Test Station Road
Twin Lakes Road
Utility Road
Virginia Lakes Road
Yellow Jacket Road

Bridge Projects

Topaz Lane Bridge Repairs
Cunningham Lane Bridge Replacement
Bridge Repairs & Replacements as Identified

Preventative Maintenance Projects

County-Wide Projects as Identified by the Adopted PMS

Complete Street Projects

Bridgeport Pedestrian/Bicycle Improvements
Twin Lakes Road Bike Lanes
Lower Rock Creek Road Bicycle Climbing Lane
Paradise Trail System

Road Rehabilitation Projects by Community

Benton
Bridgeport
Chalfant
Coleville
Conway Ranch
Crowley Lake
Hammil Valley
June Lake
Lee Vining
Mono City
Paradise
Sunny Slopes
Swall Meadows
Topaz
Walker
White Mountain Estates

Main Street Revitalization Projects

June Lake (SR 158)
Lee Vining (SR 395)
Bridgeport (SR 395)

Miscellaneous Improvement Projects

Bridgeport Wayfinding
County-Wide Transit Stop Improvements
Fuel System Upgrades
ITS Upgrades - Transit and Emergency Services
Public Works ITS Monitoring Program
Stabilization of Cut Slopes
Road Shop Facility Improvements
Road Shop Site Improvements
Safety Upgrades - Culverts, Guard Rail, Signage, etc.

Class 1 Bike Path Projects

Bridgeport Trail System
Chalfant Loop Road
Lower Rock Creek Road to Tom's Place Connector
Mountain Gate Phase 3 Trail
Owens Gorge Road to Benton Crossing Connector
Paradise Trail System

New Road / Road Extension Projects

Bodie Road - Construct Last 2 Miles to State Park
Lower Rock Creek Road to Crowley Lake Drive
Mono City Emergency Access Road
Owens Gorge Road to Benton Crossing
Petersen Tract Emergency Access Road
Swall Meadows Emergency Access Road

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

TOWN OF MAMMOTH LAKES SHORT TERM LOCAL ROADWAY IMPROVEMENT PROGRAM

TO BE ADDED

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

TOWN OF MAMMOTH LAKES LONG RANGE LOCAL ROADWAY IMPROVEMENT PROGRAM

Sherwin Creek Road Improvements
Sawmill Cutoff Road Improvements
West Airport Road Access
East Airport Access Road
Sierra Park Road Extension
Tavern Road Extension
Sierra Nevada Rd Extension
Chateau Rd Extension
Thompsons Way Extension
North Village Area Assessment District Street Work
OMR 3R Main St to Minaret Rd
Forest Trail 4R
Meridian Blvd 3R SR 203 to Sierra Park Rd
Main St/Manzanita Left Turn Ln.
Main St/Mountain Blvd Intersection Improvements
Old Mammoth Rd/Sierra Nevada Rd Intersections Improvements
Azimuth/Meridian Intersection Improvements
Kelly/Lake Mary Road Intersection Improvements
Lakeview/Lake Mary Intersection Improvements
Westerly Majestic Pines/Meridian Intersection Improvements
Easterly Majestic Pines/Meridian Intersection Improvements
Minaret/Forest Trail Intersection Improvements
Minaret/Meridian Intersection Improvements
Minaret/OMR Intersection Improvements
Meridian/Sierra Park Intersection Improvements
Lake Mary Road/Canyon Blvd Signal Modifications
Meridian Blvd Project
Meridian Blvd Project
Waterford Avenue Crossing
Park and Ride Lots - Village, Main St, S. OMR, Airport
Pedestrian Crossing Improvements
Extend Main St. (SR 203) Turn Lane Manzanita to Minaret
Main St. (SR 203) Frontage Roads
Main St. (SR 203) Signal USPO and Mountain
Minaret/Main (SR 203) Intersection Improvements
Main (SR 203) /Center Street Intersection Improvements
Main (SR 203) /Forest Trail Intersection Improvements
Main (SR 203) Pedestrian and Safety Improvements (North side)
Main (SR 203) Pedestrian and Safety Improvements (South side)

Main (SR 203) Revitalization and safety Improvements

Complete Street Projects

Hillside Drive
Lake Mary Road
Laurel Mountain
Minaret Road
Chateau Road
Azimuth
Chaparral and extension
Lakeview Blvd
Lake Mary Loop Road

Miscellaneous Improvement Projects

Municipal Wayfinding
Town Wide Transit Stop Improvements
Eastern Sierra Transit Authority Facility Expansion
Town Maintenance Yard Parking Barn
Welcome Center Enhancements
Town Fueling Island Upgrades
ITS Upgrades - Transit and Emergency Services
Public Works ITS Monitoring Program
Scenic Loop Staging Parking Lots

Class 1 Bike Path Projects

Old Mammoth Road Mammoth Creek Park to Minaret Rd Gap
Waterford Gap
South Side Main St Calhan way to Minaret
West Side Minaret Road
Sherwin Loop
Knolls Loop
Lake Mary Loop
Welcome Center Loop
Chair 15 Connector
Miscellaneous Connectors
Trail System Wayfinding

MONO COUNTY AIRPORT IMPROVEMENT PROGRAM
LEE VINING AIRPORT CAPITAL IMPROVEMENT PROGRAM (NPIAS No. 06-0119)
 FISCAL YEARS 2013-2018

YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013				
	1 Airport Layout Plan Narrative	\$53,900	\$6,100	\$61,000
	TOTAL 2013	\$53,900	\$6,100	\$61,000
2014				
	2 Engineering Design Project 3	\$16,200	\$1,800	\$18,000
	3 Holding Apron at Cross T/W at R/W 15	\$95,400	\$10,600	\$106,000
	4 Airport Land Use Compatibility Plan	State Funded		
	5 NEPA Document – Projects 7 and 8	\$40,500	\$4,500	\$45,000
	TOTAL 2014	\$152,100	\$16,900	\$169,000
2015				
	6 Engineering Design Projects 7 and 8	\$54,000	\$6,000	\$60,000
	7 Install AWOS, Apron Lighting and Rotating Beacon	\$288,000	\$32,000	\$320,000
	TOTAL 2015	\$342,000	\$38,000	\$380,000
2016				
	8 Construct Perimeter Fencing	\$346,500	\$38,500	\$385,000
	9 NEPA Document – Project 12	\$45,000	\$5,000	\$50,000
	TOTAL 2016	\$391,500	\$43,500	\$435,000
2017				
	10 Engineering Design Project 12	\$162,000	\$18,000	\$180,000
	11 Pavement Maintenance/Management Program	\$63,000	\$7,000	\$70,000
	TOTAL 2017	\$225,000	\$25,000	\$250,000
2018				
	12 Construct Parallel Taxiway to Runway 15-33; Construct Tie Down Apron; Construct Hangar Taxilanes	\$1,650,600	\$183,400	\$1,834,000
	13 Engineering Design Projects 14 and 15	\$49,500	\$5,500	\$55,000
	TOTAL 2018	\$1,700,100	\$188,900	\$1,889,000
	2013 - 2018 TOTAL	\$3,221,100	\$357,900	\$3,579,000

BRYANT FIELD AIRPORT CAPITAL IMPROVEMENT PROGRAM (NPIAS No. 06-0030)

FISCAL YEARS 2013-2018

YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013				
	1 Airport Layout Plan Narrative with Updated APL Plans	\$54,900	\$6,100	\$61,000
	TOTAL 2013	\$54,900	\$6,100	\$61,000
2014				
	2 Land Acquisition – Stock Drive	\$61,200	\$6,800	\$68,000
	3 Airport Land Use Compatibility Plan	State Funded		
	4 Engineering Design Project 5	\$29,700	\$3,300	\$33,000
	TOTAL 2014	\$90,900	\$10,100	\$101,000
2015				
	5 Construct Perimeter Fencing	\$292,500	\$32,500	\$325,000
	6 Engineering Design Projects 7 and 9	\$49,500	\$5,500	\$55,000
	TOTAL 2015	\$342,000	\$38,000	\$380,000
2016				
	7 Realign Stock Drive	\$324,900	\$36,100	\$361,000
	TOTAL 2016	\$324,900	\$36,100	\$361,000
2017				
	8 Pavement Maintenance/Management Program	\$63,000	\$7,000	\$70,000
	TOTAL 2017	\$63,000	\$7,000	\$70,000
2018				
	9 Construct Two Tee Hangars	\$157,500	\$17,500	\$175,000
	TOTAL 2018	\$157,500	\$17,500	\$175,000
	2013 - 2018 TOTAL	\$1,033,200	\$114,800	\$1,148,000

TOWN OF MAMMOTH LAKES AIRPORT IMPROVEMENT PROGRAM
MAMMOTH YOSEMITE AIRPORT CAPITAL IMPROVEMENT PROGRAM
 FISCAL YEARS 2013-2026

YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013				
	1 Remark Runway, Taxiway and Apron	\$164,700	\$18,300	\$183,000
	2 Engineering Design Projects 6, 10 and 13	\$10,800	\$1,200	\$12,000
	TOTAL 2013	\$175,500	\$19,500	\$195,000
2014				
	3 Airport Land Use Compatibility Plan (ALUC)	State Funded		
	4 Environmental Assessment Projects 12, 14-17, and 21	\$405,000	\$45,000	\$450,000
	5 Engineering Design Projects 7, 8, and 9	\$37,800	\$4,200	\$42,000
	6 Joint Seal Apron and Taxilane	\$76,500	\$8,500	\$85,000
	7 Obstruction Light Row – North Side	\$230,400	\$25,600	\$256,000
	8 Relocate Wind Socks and Segmented Circle	\$96,300	\$10,700	\$107,000
	9 Install Obstruction Lights on Street Light Pole and Power Pole at Benton Crossing Road	\$37,800	\$4,200	\$42,000
	10 Reconstructed General Aviation Aircraft Parking Apron – Phase 1	\$1,494,000	\$166,000	\$1,660,000
	TOTAL 2014	\$90,900	\$10,100	\$2,642,000
2015				
	11 Architectural/Engineering Design Projects 12 thru 18	\$2,034,000	\$226,000	\$2,260,000
	12 Grade Runway Object Free Area From Runway Safety Area Edge to Highway 395 ROW Fence Line	\$2,950,200	\$327,800	\$3,278,000
	13 Reconstruct General Aviation Aircraft Parking Apron – Phase 2	\$1,958,400	\$217,600	\$2,176,000
	TOTAL 2015	\$6,942,600	\$771,400	\$7,714,000
2016-2017				
	14 Airline Terminal	\$15,598,800	\$1,733,200	\$17,332,000
	TOTAL 2016-17	\$15,598,800	\$1,733,200	\$17,332,000
2017				
	15 Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways	\$5,429,7000	\$603,300	\$6,033,000

Appendix D - Draft

	16	Access Road	\$1,137,600	\$126,400	\$1,264,000
	17	Automobile Parking Lot	\$1,463,400	\$162,000	\$1,626,000
	18	Terminal Area Utilities	\$1,624,500	\$180,500	\$1,805,000
	19	Second ARFF Vehicle	\$900,000	\$100,000	\$1,000,000
	20	Engineering Design Projects 21, 23, 25, 26 and 27	\$337,500	\$37,500	\$375,000
		TOTAL 2017	\$10,892,700	\$1,210,300	\$12,103,000
2018					
	21	Construct Security Fence and Cameras	\$837,000	\$93,000	\$930,000
	22	Environmental Assessment – LADWP & U.S. Forest Service Land Acquisition and/or Use Permits, Project 24	\$45,000	\$5,000	\$50,000
	23	Construct New General Aviation Apron (179,000 sq. ft.)	\$1,543,500	\$171,500	\$1,715,000
		TOTAL 2018	\$2,425,500	\$269,500	\$2,695,000
2019-2026					
2019	24	LADWP & U.S. Forest Service Land Acquisition and/or Use Permits	\$108,000	\$12,000	\$120,000
2020	25	Widen Runway Shoulders to 20'	\$1,274,400	\$141,600	\$1,416,000
2020	26	Widen Taxiways from 50' to 75' to Meet Taxiway Edge Safety Margin for Q400 and 25' Wide Shoulders	\$3,064,500	\$340,500	\$3,405,000
2020	27	Widen Aircraft Holding Aprons	\$337,500	\$37,500	\$375,000
2020	28	Architectural/Engineering Design Projects 29 and 30	\$162,000	\$18,000	\$180,000
2021	29	ARFF Building and Administration Building – 8,800 sf	\$2,016,000	\$224,000	\$2,240,000
2021	30	Maintenance Building Apron and Access Road	\$1,971,000	\$219,000	\$2,190,000
2021	31	Environmental Assessment Projects 33 and 34	\$108,000	\$12,000	\$120,000
2022	32	Engineering Design Projects 33 and 34	\$540,000	\$60,000	\$600,000
2023	33	Reconstruct West Hangar Taxilanes	\$585,450	\$65,050	\$650,500
2023	34	Runway 9-27 Extension – 100' x 1,200'	\$3,947,400	\$438,600	\$4,386,000
2025	35	Pavement Maintenance/Management Program Update	\$63,000	\$7,000	\$70,000
2025	36	Abandon Green Church	\$99,000	\$11,000	\$110,000
2025	37	Architectural/Engineering Design Project 38	\$810,000	\$90,000	\$900,000
2026	38	Terminal Building Addition	\$7,435,800	\$826,200	\$8,262,000
		2019 - 2026 TOTAL	\$22,522,050	\$2,502,450	\$25,024,500
		TOTAL PROJECT COSTS	\$60,934,950	\$6,770,550	\$67,705,500

MONO COUNTY LTC UNCONSTRAINED PROJECT LIST

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

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

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

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

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

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

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

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

Appendix D - Draft

- Screen old sheriff's substation with berm from US 395
- Utilize self-weathering steel guardrails in the County
- Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep
- Add signage along US 395 to identify special geographic features
- Add right turn lane at McGee on southbound US 395
- Pave the last 2 miles of Bodie Road to the State Park
- Rehabilitation and stabilization of cut slope above ball field on Crowley Lake Drive
- Rehabilitation and stabilization of slopes on Lower Rock Creek Rd
- Keep Crestview rest area open year round
- Re-initiate & complete deer fence/grade separate at Sonora Junction
- Work with Inyo LTC to designate all of US 395 as State Scenic Highway

MONO COUNTY PROJECTED TRANSPORTATION SYSTEM OPERATING COSTS

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Operating Costs (Salaries, overtime, benefits, communications, insurance, maintenance - buildings & equipment, legal notices, contract services, equipment - vehicles & construction, travel, equipment rental, etc.)	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558
Special Items/Recurring Costs (Snow Removal Contribution—Tioga Pass)			57,177	57,320	58,466	59,635	60,727	61,941	355,266
Total Ongoing Costs	5,689,222	6,694,290	5,891,14	5,996,969	6,105,908	6,217,025	6,330,265	6,445,870	54,479,824

Fiscal Year 12/13 is actual expenditures; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor. Contributions for Snow Removal on Tioga Pass are based on the average of actual contributions in 2010 and 2011, calculated with a 2% growth factor.

TOWN OF MAMMOTH LAKES PROJECTED TRANSPORTATION SYSTEM OPERATING COSTS

TOWN OF MAMMOTH LAKES STREET OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Street Maintenance	\$1,275,434	\$1,720,392	\$1,754,800	\$1,789,896	\$1,825,694	\$1,862,208	\$1,899,452	\$1,937,441	\$1,976,190	\$16,041,505
Snow Removal	\$1,115,000	\$2,099,456	\$2,141,445	\$2,184,274	\$2,227,960	\$2,272,519	\$2,317,969	\$2,364,328	\$2,411,615	\$19,134,566
Capital	<i>See CIP</i>									
Total Ongoing Costs	\$2,390,434	\$3,819,848	\$3,896,245	\$3,974,170	\$4,053,653	\$4,134,726	\$4,217,421	\$4,301,769	\$4,387,805	\$35,176,071

TOWN OF MAMMOTH LAKES TRANSIT SYSTEM OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Transit Operations and Contracts	\$859,920	\$955,467	\$974,576	\$994,068	\$1,013,949	\$1,034,228	\$1,054,913	\$1,076,011	\$1,097,531	\$9,060,664
Total Ongoing Costs	\$859,920	\$955,467	\$974,576	\$994,068	\$1,013,949	\$1,034,228	\$1,054,913	\$1,076,011	\$1,097,531	\$9,060,664

TOWN OF MAMMOTH LAKES AIRPORT OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Airport Operations	\$668,939	\$743,265	\$758,130	\$773,293	\$788,759	\$804,534	\$820,625	\$837,037	\$853,778	\$7,048,359
Debt Service		\$531,442	\$531,442	\$531,442						
Capital	<i>See CIP</i>									
Total Ongoing Costs	\$668,939	\$1,274,707	\$1,289,572	\$1,304,735	\$788,759	\$804,534	\$820,625	\$837,037	\$853,778	\$7,048,359

Fiscal Year 12/13 is actual expenditures; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

MONO COUNTY REVENUE PROJECTIONS

Funding Source	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
General Road Revenue (Trans. Tax - LTC, encroachment permits, vehicle code fines, Federal Forest payments, State matching funds - RSTP)	2,277,925	3,218,830	2,300,000	2,346,000	2,392,920	2,440,778	2,489,594	2,539,386	21,260,207
Highway User's Tax (Prop 111, admin & engineering, snow removal subvention, rain & snow damage, Section 2105 & 2106 funds)	1,979,810	2,130,460	2,173,069	2,216,531	2,260,861	2,306,078	2,352,200	2,399,244	20,331,630
Road & Street Reimbursables (Snow removal, fuel, road maintenance)	116,873	120,000	122,400	124,848	127,345	129,892	132,490	135,139	1,131,181
Interfund Revenue (Fuel & auto repairs, engineering service, landfill maint., landfill admin., landfill fuel & oil, airports, STIP projects, LTC-owp)	726,614	675,000	688,500	702,270	716,315	730,642	745,255	760,160	6,413,539
Mono County Contribution (Minimum annual projected General Fund contribution)	588,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	4,988,000
General Revenue Total	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor except the General Fund which is projected to remain stable.

TOWN OF MAMMOTH LAKES REVENUE PROJECTIONS

TOWN OF MAMMOTH LAKES STREETS REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
TDA (pass through to ESTA)(1)	\$42,830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,830
Local Gas Tax Sec 2103, 2105 &2106	\$171,530	\$67,497	\$68,847	\$70,224	\$71,628	\$73,061	\$74,522	\$76,013	\$77,533	\$750,855
Local Gas Tax sec 2107	\$26,217	\$50,000	\$51,000	\$52,020	\$53,060	\$54,122	\$55,204	\$56,308	\$57,434	\$455,365
Local Gas Tax Snow Removal	\$1,852,094	\$1,100,000	\$1,122,000	\$1,144,440	\$1,167,329	\$1,190,675	\$1,214,489	\$1,238,779	\$1,263,554	\$11,293,360
Local Gas Tax Sec. 2107.5	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$16,000
General Fund Snow Removal	\$889,005	\$907,526	\$539,000	\$549,780	\$560,776	\$571,991	\$583,431	\$595,100	\$607,002	\$5,803,610
General Funds streets	\$467,000	\$750,000	\$765,000	\$780,300	\$795,906	\$811,824	\$828,061	\$844,622	\$861,514	\$6,904,227
Total	\$3,448,676	\$2,877,023	\$2,547,847	\$2,598,764	\$2,650,699	\$2,703,673	\$2,757,707	\$2,812,821	\$2,869,037	\$25,266,247
(1) The availability of these funds for highway and streets and road purposes is contingent upon a yearly finding by the Mono County LTC, through the public hearing process, that there are no unmet transit needs that can reasonably be met.										

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

TOWN OF MAMMOTH LAKES TRANSIT SYSTEM REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Fees	\$95,504	\$98,505	\$100,475	\$102,485	\$104,534	\$106,625	\$108,757	\$110,933	\$113,151	\$940,969
Facility Rental	\$38,317	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$170,128	\$1,399,341
Transit General Funds & fees	\$642,904	\$714,338	\$728,625	\$743,197	\$758,061	\$773,222	\$788,687	\$804,461	\$820,550	\$6,774,045
Total	\$776,725	\$982,971	\$999,228	\$1,015,810	\$1,032,723	\$1,049,975	\$1,067,572	\$1,085,521	\$1,103,829	\$9,114,356

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

Appendix D - Draft

TOWN OF MAMMOTH LAKES AIRPORT REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Services and Fees	\$236,481	\$251,228	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$487,709
Commercial Terminal Rent	\$90,000	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$122,640	\$1,071,120
General Funds	\$253,135	\$281,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$535,050
Capital Fund FAA Grant Entitlement	\$0	\$1,000,000	\$1,056,000	\$1,077,120	\$1,098,662	\$1,120,636	\$1,143,048	\$1,165,909	\$1,189,228	\$8,850,603
Capital Fund Passenger Fees	\$123,485	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$1,203,485
Total Ongoing Costs	\$703,101	\$1,790,783	\$1,313,640	\$1,334,760	\$1,356,302	\$1,378,276	\$1,400,688	\$1,423,549	\$1,446,868	\$12,147,967

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.



MONO COUNTY DEPARTMENT OF PUBLIC WORKS

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

Staff Report

TO: Mono County Local Transportation Commission
DATE: November 15, 2013
FROM: Jeff Walters, Acting Public Works Director
SUBJECT: Glacier National Park – Going-to-the-Sun Road

RECOMMENDATIONS:

Hear staff report on Glacier National Park's Going-to-the-Sun Road and its comparison to Tioga Pass & provide any desired direction to staff.

FISCAL IMPACTS:

None at this time.

DISCUSSION:

Glacier National Park in Montana is recognized for having one of the most beautiful roads in America. The Going-to-the-Sun Road (GTTS), built in 1932, was the first American roadway designated both a National Historic Landmark and a National Civil Engineering Landmark.

The following information regarding the GTTS Road was provided by Lou Summerfield, current Yosemite National Park Roads and Trails Branch Chief, who worked in Glacier National Park for many years as the Roads and Fleet Facilities Manager.

Snow Removal

Logan Pass is the highest point on the Going-to-the-Sun Road at 6,646 feet and receives significant snowfall each winter. Similar to Tioga Pass here in the Sierra, GTTS's snow removal is an epic undertaking each spring. The actual date of opening depends on when spring plowing is complete. In 2013, Logan Pass was accessible on June 21.

Each fall, in preparation for the coming winter, the GTTS road requires removal of some of the guardrails so that snow-creep and avalanches do not damage them. Crews also install snow poles and shutter the visitor center prior to winter. This work would usually take three 10-hour days with three equipment operators, two motor vehicle operators, and two laborers.

Tioga Pass has similar situations with numerous avalanche paths both in the park and on the Caltrans portion of Highway 120 just east of the park. All facilities are winterized in the fall.

Maintenance

Maintenance on the GTTS road is minimal each year due to the fact that the road is perpetually under reconstruction. The 52-mile-long road was scheduled for chip sealing (10 miles each year) but that schedule was stopped due to a lack of funding. Due to the short construction season, which also coincided with the heavy visitor season, a work schedule directed by Congress was estimated to take 21 years.

A multi-year \$130 million rehabilitation project began in 2007 under the Federal Lands Highway Program (FLHP) and American Recovery and Reinvestment Act (ARRA). A priority of the rehabilitation project was to maintain the historic character of the road. Almost 30% of the project cost and time involved stone masonry work. Approximately \$40 million is still needed to finish the non-alpine sections of the road.

Yosemite National Park has plans to reconstruct Tioga Road next summer from Crane Flat to White Wolf. Pending funding, three more phases will follow.

Transportation

There are two types of bus travel/tours on the GTTS road. A concessionaire operates a fleet of 1930s red tour buses and offers tours on GTTS road. The National Park Service funded a free transit system in 2007, using a portion of the park entrance fee revenue, with the intent to reduce traffic and offset the ongoing construction effects. The road is restricted to 21' total length so most buses are prohibited.



Glacier National Park still operates 32 of its original buses today (Red Jammers) to transport park visitors. Originally tested at Yosemite National Park in California in 1935, they were manufactured by the White Motor Company from 1936-39. The distinctive vehicles with roll-back canvas convertible tops originally operated in seven National Parks.

Glacier's jammers were restored from 2000-02 to run on propane or gas to lessen their environmental impact. Their bodies were removed from their original chassis and built upon modern Ford E-Series van chassis. The original standard transmissions were also replaced in 1989 with newer automatics, removing the trademark "jamming" sound.



The Yosemite Area Regional Transportation System (YARTS) operates bus tours over Tioga Pass during the summer.

With the similarities of the two roads there may be an opportunity for a concessionaire to operate a unique type of tour bus from Lee Vining up Tioga Pass and into Yosemite. The old-style buses would probably not be an option due to current ADA regulations and the lack of available vehicles. Open-air buses might be an option.

Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: November 15, 2013

FROM: Peter Bernasconi PE, Senior Associate Civil Engineer

SUBJECT: Update on Town of Mammoth Lakes LTC Projects

RECOMMENDATIONS: Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

ENVIRONMENTAL COMPLIANCE: Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

RTP / RTIP CONSISTENCY: All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

DISCUSSION:

PROJECT	Design Features	STATUS
Mammoth Lakes Trail System Wayfinding & Signage Phase 4 Local Measure R Funds	Multiuse Path Signage Interpretive Panes	This project is being completed in partnership with the USFS funded with ARRA and Measure R funds. Design and messaging work of eight additional interpretive panels to be installed along the path was completed in 2012. The Recreation Commission authorized construction of seven of these panels at the Aug. 6, 2013, meeting. Construction is anticipated to be completed in spring 2014.
Southerly Airport Access Project STIP Funds	<ul style="list-style-type: none"> • Two 11-foot lanes • Bike lanes 	The project will construct a 32-foot-wide road from Mammoth Yosemite Airport to Benton Crossing Road. This project requires right of way from the USFS and the Department of Water and Power. Construction is currently not programmed because these funds were programmed for the Lake Mary Bike Path in consideration of for funding augmentation on the Lake Mary Road Bike Path Project. Preliminary engineering and environmental work is complete. The project has been allocated funds for right-of-way acquisition and final design. USFS is working on Special Use Permit. <i>No construction funds have been identified for this project.</i>
<i>Safe Routes 2 School</i> Sierra Nevada Road Sidewalk Project State Funds Local Funds Measure U	<ul style="list-style-type: none"> • <i>Sierra Nevada Road from Laurel Mountain to Chaparral Road</i> • Sidewalks • Bike lanes • Safety signage 	Preliminary Engineering and Environmental is complete. Final PS&E is complete, fall 2012. Construction contract awarded July 2013. <i>The project is complete and the closeout process under way is expected to be completed by January 2014.</i>

PROJECT	Design Features	STATUS
Lower Canyon Boulevard Rehab STIP Funds Federalized Funding	<ul style="list-style-type: none"> • Rehab two 11-foot lanes • 6-foot bike lanes • 7-foot sidewalk • Intersection safety lighting • Drainage 	Project will rehabilitate pavement, curb and gutter, install storm drain, and install sidewalk. CTC approved the project at the June meeting. The allocation for PE was approved. The design is complete. Construction funding has been delayed until 2012/13 due to programming the STIP Augmentation for the Lake Mary Bike Path. Additional funds have been requested from the 2012 STIP for cost increase and minor scope increase. <i>CTC adopted the 2012 STIP. A NEPA document has been completed, CTC authorized PS&E fund December 2012. Construction funds were approved at the June 2013 CTC meeting. We have received authorization to advertise for bids and will begin Nov. 14, 2013. Construction will begin May 2014 and is expected to be completed by November 2014.</i>
Library College Connector Path BTA State Funds EEM Federal Funds Local Funds Measure R	<ul style="list-style-type: none"> • Class 1 Bike Path 	The Town was awarded BTA funds to construct a Class 1 Bike Path from the intersection of Sierra Park Road to Cerro Coso College and Student Housing. Preliminary engineering and environmental was completed prior to the grant application submittal. A design consultant was selected was complete December 2012. Project awarded at the May 5, 2013, Council meeting and construction is under way. Construction of the bike path was completed before the July 4, 2013, weekend. Light pole and fixture and signage are expected to be completed by November 2013.
<i>BTA Grant</i> Meadow Creek Mammoth Creek Park Connector Path <i>State and Local Measure R</i>	<ul style="list-style-type: none"> • 10-foot-wide Class 1 Bike Path • Class 2 Bike Lanes 	This project will constructed a Class 1 bike path from Mammoth Creek Park to Meadow Lane, Class 2 bike lanes on Meadow Lane and a Class 1 bike path on the east side of Minaret Road to Mammoth Creek at the Town Loop. Design is complete summer 2012. The construction project was awarded at the July 2013 Council meeting. Construction is expected to be completed by the end of November 2013.

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
Waterford Gap <i>BTA and Measure R Funds</i>	<i>Class 1 Bike Path (includes emergency access)</i>	<p>Construct Class 1 bike path between North Waterford and South Waterford Avenue. Project will include two 14 foot wide bridges for the 12 foot wide bike path.</p> <p>This project was program as a TE project. The Town received a BTA grant so the TE funds were reprogramed to the Minaret Gap Closure Project. Staff has requested preliminary engineering and environmental review funds for the August 2012 CTC meeting. Funds have been allocated for PE which will be completed this summer. <i>The plans are nearly complete and advertising will begin in January 2014 with construction expected to be completed by November 2014.</i></p>
<i>STIP TE Funds</i> Minaret Road Gap Closure Project <i>State and Federal Funds</i>	<i>Class 1 Bike Path</i>	<p>Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek.</p> <p>Staff had requested the preliminary engineering and environmental review funds in August 2012 for the October 2012 CTC meeting. The CTC approved the funds at the January 2013 meeting. Staff has selected a consultant for design and environmental services. Environmental and preliminary engineering will be completed 2013/2014. <i>Construction is not funded due to the elimination of the TE program. Funding may be available through the TAP.</i></p>
<i>STIP Funds</i> Meridian Roundabout and Signal Relocation <i>State Funds</i>	<i>Roundabout Class 1 Bike Lanes</i>	<p><i>Construct a roundabout at the intersection of Meridian Boulevard and Minaret Road. Relocate the signal to Sierra Park Road and Meridian Boulevard.</i></p> <p><i>PE funds programed for the 2013/14 fiscal year. Staff will request the engineering funds in November 2013 the next CTC meeting. Construction is programmed for 2015.</i></p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<p>Lake George Connector Path</p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p> <p><i>Federal Funds</i></p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant which will construct a Class 1 connector path from the Lakes Basin Path at Pokanobe Lodge to the Lake George Road. This project also includes the purchase of a new trolley and additional bike trailers. Final grant agreements are being developed. The environmental and PS&E will be completed summer 2013 and construction 2014. FTA also providing funding to analyze alternatives for pedestrian and bike traffic around Lake Mary, which will be completed at the same time. A USFS Cost Share Agreement will be before Council at the May 15, 2013, meeting. The USFS will prepare the NEPA document for the project. The Bike Trailers and one trolley have been ordered. They will be delivered for use in summer 2014. Construction is planned for summer 2014 pending completion of the environmental work by the USFS. <i>The USFS is working on the environmental studies.</i></p>
<p>Transit Yard Parking Improvements</p> <p><i>PTMISEA Funds</i></p>	<p><i>Paved parking lot, security fence, lighting for buses</i></p>	<p><i>The project was awarded September 2013 and is expected to be complete November 2013.</i></p>
<p>Meridian Boulevard Safe Routes To School Project</p> <p><i>Federal Funds</i></p>	<p><i>Sidewalk on the north side of Meridian Boulevard between Sierra Park Road and Apache Street. Bike Lanes</i></p>	<p><i>Preliminary Engineering and Environmental Engineering are underway.</i> <i>Construction is expected to be completed summer 2014.</i></p>