

# Mono County Local Transportation Commission

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## REVISED AGENDA

April 14, 2014 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes  
Teleconference at CAO Conference Room, Bridgeport

*\*Agenda sequence (see note following agenda).*

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of March 10, 2014 – *p. 1*
4. **ACTION ITEMS:**
  - A. **PUBLIC HEARING: Unmet Transit Needs.** Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, & provide any other direction to staff (*Wendy Sugimura*) – *p. 4*
  - B. Adopt Mono County OWP 2014-15 for submission to Caltrans (*Megan Mahaffey*) – *p. 15*
  - C. Adopt Resolution R14-04 approving application for “TIGER 2014 grant program” (*Peter Bernasconi*) – *p. 57*
  - D. **Approve Resolution R14-05 authorizing executive director or designee to execute Regional Transportation Improvement Program (RTIP)** (*Megan Mahaffey & Gerry Le Francois*) – *p. 60*
5. **COMMISSIONER REPORTS**
6. **ADMINISTRATION**
  - A. Review draft of Regional Transportation Plan (RTP) Yosemite policy & provide any desired direction to staff (*Scott Burns*) – *p. 62*
  - B. Consider four-year RTP update cycle, & provide any desired direction to staff – *p. 65*
  - C. Review status of Caltrans ex-officio role on the LTC & provide any desired direction to staff (*requested by Chair*) – *p. 67*
7. **LOCAL TRANSPORTATION**
  - A. Receive Tioga Road spring opening report & provide any desired direction to staff (*Jeff Walters*) – *p.71*
8. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA) update – *p. 72*
  - B. Yosemite Area Regional Transportation System (YARTS) update

***More on back...***

9. **CALTRANS**

- A. Review of safety data & other pertinent information regarding potential MOU project(s) in Mono County
- B. Report activities in Mono County & provide pertinent statewide information – **p. 75**
- C. **Expanded mission and vision statements – p. 77**

10. **QUARTERLY REPORTS**

- A. Town of Mammoth Lakes – **p. 78**
- B. Mono County – **p. 84**
- C. Caltrans – **p. 88**

11. **INFORMATIONAL**

- A. Convict Road comment letter – **p. 89**
- B. Caltrans promotes Becket – **p. 93**
- C. Tuolumne Wild & Scenic River – **p. 94**

12. **UPCOMING AGENDA ITEMS**

13. **ADJOURN** to May 12, 2014

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

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

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## DRAFT MINUTES

March 10, 2014

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**COUNTY COMMISSIONERS:** Tim Hansen (alternate for 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, Megan Mahaffey, C.D. Ritter  
**TOWN STAFF:** Peter Bernasconi, Jamie Robertson  
**CALTRANS:** Forest Becket, Dennee Alcalá  
**ESTA:** Jill Batchelder, John Helm

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Jo Bacon called the meeting to order at 9:02 a.m., and attendees recited the pledge of allegiance.
2. **PUBLIC COMMENT:** None
3. **MINUTES:**
  - MOTION:** Approve minutes of February 10, 2014, as amended: 1) Item 3: nominated **and elected...**  
2) Item 6: Attended ~~California Transportation Commission~~ **US Fish & Wildlife Service** meeting **in Sacramento.** (Hogan/Stump. Ayes: 5. Abstain due to absence: Hansen.)
4. **ACTION ITEMS:**
  - A. **FTA Section 5311:** Jill Batchelder requested funds for transit services for Mono County.
    - MOTION:** Adopt Resolution R14-02 approving FTA Section 5311 Regional Program of Projects and certifications and assurances. (Johnston/Lehman. Ayes: 6-0.)
  - B. **FTA Section 5311(f):** Jill Batchelder mentioned routes to Reno 4x/week, Lancaster 3x/week. FTA ensures operating funds to go forward. Requires 44% match in 2014-15 budget, Inyo County matches as well.
    - MOTION:** Adopt Resolution R14-03 approving FTA Section 5311(f) Intercity Bus Program Continued funding for operating assistance for the 395 Inter-Regional Bus Route certifications and assurances. (Lehman/Johnston. Ayes: 6-0.)
  - C. **Social Services Transportation Advisory Council (SSTAC):** Scott Burns noted diverse representation on council, with four seats to renew till 2017.
    - MOTION:** Appoint members listed, including current IMACA director/appointee. (Hogan/ Johnston. Ayes: 6-0.)
5. **COMMISSIONER REPORTS:** Hogan: The Yosemite Area Regional Transportation System (YARTS) Authority Advisory Committee (AAC) workshop was canceled, will meet mid-March. Lehman: Bus stop at Village has 30-40 people spilling out onto street. Add benches and/or expand stop? Commended ESTA nighttime trolley driver who watches out for drinkers, cares about passengers. Stump: Recognized Garrett Higerd for meeting with property owners re flooding during last storm. Bacon: Thanked ESTA for ramping up for Presidents Weekend, adding temporary Green Line.
6. **ADMINISTRATION**
  - A. **State Transportation Improvement Program (STIP):** Gerry Le Francois distributed proposed changes to RTIP. Mono projects removed included Olancho-Cartago, airport road rehab, and pavement management project. The State is balancing needs of 58 counties and is cash-strapped first couple years of

new programming cycle. California Transportation Commission (CTC) will consider STIP on May 20. If LTC does not concur, RTP amendment is needed. Tier-one projects: Airport pushed out one year till actually fund project. How much environmental on pavement maintenance? Garrett Higerd: All goes to planning. Likely federalize project, as some are on federal aid-eligible routes, so must comply with NEPA and CEQA even if just maintaining. Push Meridian to 2016-17, W. Minaret up a year, and N. Main St. up two years. State's looking at no net change (avoid moving out someone else's project). Hogan: Meridian signal balances out W. Minaret and N. Main St. Commissioner Johnston: Something [ought to be] done about CEQA on pavement management. Unfortunate change-around. Under-funded for many years. Commission consented to changes.

**B. 2014-15 Overall Work Program (OWP):** Megan Mahaffey showed adjustments to OWP, adding numbers for easy reference. Commissioner Hogan: A few places said 2013-14 instead of 2014-15. Mammoth Lakes Main Street plan accepted, no funding yet. Peter Bernasconi: Working on parking, snow management funding mechanisms. Commissioner Bacon: Same consultants will do both. Solving transit and parking is first priority. Mahaffey: LTC will adopt OWP in April. Scott Burns: Draft sent to Caltrans, need feedback before formal adoption. Forest Becket: Got into queue early, comments by end of month, and submit final by June.

Why wait till 2018 on Regional Transportation Plan (RTP)? Burns: Opportunity to extend Housing Element that's tied to RTP (allows less-frequent housing update). The RTP financial element draft update next month. Be thoughtful when adopting RTP to figure in Housing Element requirements. Comprehensive update this year may go through non-traditional timing next update.

**C. Local Transportation Fund (LTF) & State Transit Assistance (STA):** Megan Mahaffey provided estimates of LTF and STA for funding next fiscal year.

## 7. LOCAL TRANSPORTATION

**A. June Lake Village entry signs:** Scott Burns spoke with Alice Suszynski, as she was unable to attend. Suszynski and Dorothy Burdette met with Supervisor Alpers and Caltrans in field on sign locations outside Caltrans right of way; need special permit on USFS land. IT Department is GPS-ing locations, three in each direction. Eliminate or relocate existing signs if get new ones?

**B. Tioga Road project:** Jeff Walters noted Yosemite tried to limit delays to times of minimum traffic while working on road width and alignment. Project manager can be reached by phone. Commissioner Johnston: Pavement conditions are terrible. Yellowstone has wider shoulders, bike climbing lanes (2'-3' of shoulder) to increase roadway safety and capacity. Road setup is same; should tackle issue now. Alternate Commissioner Hansen: Shoulder drop-offs and road maintenance are inadequate, substandard. Gerry Le Francois: Submit letter for consideration of LTC multimodal approach in future cycles? Commissioner Bacon: Regional Transportation Plan says multimodal. Scott Burns noted LTC submitted comments on river plans for Tuolumne and Merced. Keep reminding National Park Service (NPS). Johnston: NPS wants to do it right, but faces fear factor (lawsuits). Garrett Higerd: Why bike lane only one side of Rock Creek Road? Why not? Johnston: NPS hammered by lawsuits, but multimodal would help traffic flow. Draft a letter about other locations. Hansen: Time to do this is now, before money runs out. Higerd: Federal transportation fund will run out of money in August, major crisis (transportation fiscal cliff this summer).

## 8. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** John Helm stated ESTA pared back services at MMSA's request: eliminated Green Line, as Gray Line met demand. On busy weekends, people didn't read signs and expected bus to arrive. ESTA added "trippers" (unscheduled, unposted) as demand warranted. First meeting for Reds Meadow shuttle held, tentative Memorial Day opening.

**B. Yosemite Area Regional Transportation System (YARTS):** Scott Burns announced Authority Advisory Committee (AAC) meeting March 19 to explore new partners. Fresno lacks advocate to push forward. Madera refused, but residents want YARTS to stop on way through Oakhurst. Community survey was positive. Tuolumne has had pilot project for two years, and Modesto has shown interest. Commissioner Hogan noted AAC is considering a website and marketing. Prospects need to know costs up-front and ongoing.

## 9. CALTRANS

A. **Conway four-lane overview:** Forest Becket noted widening to west would avoid wetlands, align with horizontal curve at Conway Ranch. Passing lanes or four lanes? *Passing*. Commissioner Stump: In wind-prone area, would project help keep hazardous spills on highway instead of into sensitive area? Becket: Opportunity to look at drainage structures and pullout in case large vehicle gets blown over.

Commissioner Johnston: This is our MOU project, so leverage as much as possible in exchange for southland projects. Combine three projects into one? Becket: Going too high could impede. Good chance for \$10 million to \$15 million project. Segmenting projects is the norm (bite-size pieces). Alternate Commissioner Hansen: Main concern is safety, not passing. [Conway] is worst place between Mojave and Walker Canyon. People no longer navigate two lanes; should be four lanes. Johnston: Real issue is southbound bottleneck on grade. Also would run into sage grouse habitat issue. Undergrounding utilities would eliminate raptor perches. Becket: Relocating utilities would cost \$4 million. Commissioner Bacon: Does road close regularly? Becket: Safety funding could come into play, as biggest issue is rockfall. Bacon: Title passing lane as safety. Determine project by June meeting. Send big handout to all. Hogan: Emphasis was on trucks, but rockfall is safety issue. Becket will return with collision reports, maintenance issues. Older docs do not provide level of detail.

B. **2011 Origin & Destination Survey** (*distributed at meeting*). Caltrans staffer Dennee Alcalá presented PowerPoint on the survey. Bilingual staff was present. Safety was a big concern in setup. Autos, SUVs primarily; RV rate down from prior studies (huge spike in gas prices during winter study). Average vehicle occupancy has decreased. Recreation was primary trip purpose, but surprisingly not as huge in winter. Uptick in foreign visitation, mainly from France and Germany, when it was cheaper to travel to US. Commissioner Hogan: Nevada areas are growing, but no marketing there. Destination: 61% headed to Eastern Sierra. Locals in survey? Yes. Commuters overstate Eastern Sierra percentage. *Caltrans conducted a US 395 survey, not tourist survey*. Commissioner Johnston: Catch more commuters at 7 a.m. Surveyors were gone when skiers returned.

C. **Activities in Mono County & pertinent statewide information:** Alternate Commissioner Hansen mentioned a Mono Basin RPAC resolution on wintertime road closures. No official explanation on closures has been given, just rumors. Drivers on Hwy 120E get citations, and others can't get to Silver Lake to ice skate. Uses people enjoyed most of their lives are gone now, a sad outcome. People drove around closed gate to access wilderness area off 120E and to watch wild horses. People locked out of area should have right to go during low snow. Where to go from here?

Forest Becket indicated some concerns have been addressed. Hwy 120E would be open, but Caltrans is conducting maintenance sans lane closures. People who went around closed gates had to ask CHP for help, workers were endangered, and cars got stuck. "Boulder blocking" is a recent tactic. Commissioner Stump thought bouldering appeared punitive, and Caltrans is taking a big hit. People believe it was caused by ruckus on 120W due to one person. Hansen: Skaters on Silver Lake had a good time, didn't think they were breaking the law. Figure out way to access countryside. But, it's not good to let people play around on Tioga Road. Becket: It's like punishing entire class for one kid's actions. Hansen: Rumor has it that Cain Ranch gate will be moved to base of hill by Grant Lake dam, mainly to prevent going around gate. In the past, Caltrans kept a blind eye to people going around gate – it will never happen again.

Commissioner Johnston: Caltrans needs road opening policies for better access in low-snow years; extend usability of roads. Commissioner Hogan: Public input has been missing. Come up with policy. Becket: Hwy 120E is not structured roadbed. Balance need with traffic volume. Hogan: Sometimes need later closing, earlier opening. Agencies worked together in the past.

## 10. INFORMATIONAL

A. **Rock Creek Road reconstruction**

B. **Two articles on gas tax and reauthorization of MAP-21**

11. **UPCOMING AGENDA ITEMS:** 1) Review of draft Regional Transportation Plan (RTP) including Yosemite policy and zero-emission vehicle charging and fueling infrastructure policy; 2) unmet needs; 3) OWP adoption; 4) quarterly reports; and 5) ATP structuring.

12. **ADJOURN** at 11:05 a.m. to April 14, 2014

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

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## Staff Report

April 14, 2014

**TO:** Mono County Local Transportation Commission

**FROM:** Wendy Sugimura, Mono County Community Development Analyst  
John Helm and Jill Batchelder, ESTA/CTSA

**SUBJECT:** 2014-15 Unmet Needs Hearing

**RECOMMENDATION:** Receive public and Social Services Transportation Advisory Council input and testimony, provide feedback to staff about the evaluation of unmet needs, and provide any other direction to staff.

**FISCAL IMPLICATIONS:** To be determined.

**ENVIRONMENTAL COMPLIANCE:** N/A

**POLICY CONSISTENCY:** Consistent with State law requirements for the unmet transit needs process and the annual public hearing for the citizen participation.

### **DISCUSSION:**

#### Background

State law provides for a Citizen Participation Process that requires the LTC to hold at least one public hearing to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. A public hearing on unmet transit needs is also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles. The purpose of the unmet needs hearing is to solicit comments on the unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

To meet the public hearing requirement for both the Citizen Participation Process and unmet transit needs, and facilitate public input on transit needs, the LTC scheduled this public hearing for April 14, 2014, at 9:00 a.m. in Mammoth Lakes with videoconferencing in Bridgeport. Public notices of these hearings have been published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in County offices.

An additional requirement of the Citizen Participation Process and unmet transit needs process is the LTC must consult with the Social Services Transportation Advisory Council (SSTAC) on transit needs in Mono County. SSTAC members are appointed by the LTC to ensure a broad representation of social service and transit providers representing the elderly, the handicapped,

and persons of limited means (see Attachment #1). The SSTAC is jointly hosting this public hearing in order to provide direct input to the commission.

Before August 2014, the LTC must adopt, by resolution, a finding that there are no unmet needs, there are no unmet transit needs that are reasonable to meet, or there are unmet transit needs, including needs that are reasonable to meet. If the LTC finds that there are unmet transit needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads. It should be noted that the law specifically prohibits comparing unmet transit needs with the need for streets and roads. It should also be noted that the LTC has not allocated any funds to streets and roads for at least several years.

LTC Resolution 98-01 (Attachment #2) defines "unmet transit needs" and "reasonable to meet" transit needs as follows:

- **Unmet Transit Needs:** A need of the Mono County elderly, disabled, low income, youth, and other transit-dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.
- **Reasonable to Meet:** Transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:
  - a. Can be proven operationally feasible;
  - b. Can demonstrate community acceptance;
  - c. Would be available to the general public;
  - d. Can be proven to be economical; and
  - e. Can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.

### Public Outreach and Comments

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport Valley, Chalfant, Long Valley (including Sunny Slopes, Paradise, and Swall Meadows), June Lake, and the Mono Basin to solicit public input. Input from Benton/Hammil Valley may be received in late April, pending a meeting date, prior to the next LTC meeting. Public input from the Town of Mammoth Lakes was received through public transit workshops with the Planning and Economic Development Commission, and no unmet needs were identified.

Public comments received by the time this staff report was written have been summarized in the matrix below to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address input not considered unmet needs. Any input provided after the staff report was written or at the public hearing will be added to this matrix and evaluated for the May meeting.

Staff recommends the commission receive further public input at the public hearing, provide feedback to staff about the evaluation of unmet needs in this staff report, and provide any other direction to staff regarding unmet needs or transit services. A resolution finding unmet needs and reasonable-to-meet needs is anticipated to be considered at the May meeting.

The following objectives under Transit Policy I of the Regional Transportation Plan are to be reviewed annually at the unmet needs hearing:

Objective 1.1: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

Review: Social service providers are represented on the SSTAC, and services are intended to be maintained for the coming year. Transit services provided by ESTA comply with ADA requirements.

Objective 1.2: Support public transit financially to the level determined by 1) the “reasonable to meet” criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

Review: The commission typically allocates all available funds to transit, taking into consideration identified unmet needs, and does not fund local streets and roads.

Objective 1.3: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

Review: ESTA periodically surveys riders, the Town of Mammoth Lakes reviews transit service and routes twice a year, and Mono County solicits RPAC input annually. Services are expanded as feasible.

Objective 1.5: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

Review: ESTA regularly markets transit services through newspaper and radio outlets, and maintains a website (<http://www.estransit.com>).

#### **ATTACHMENTS**

1. Public Utilities Code §99238, Social Services Transportation Advisory Council.
2. LTC Resolution 98-01 defining “unmet transit needs” and “reasonable to meet.”
3. Summary and analysis of public transit requests for fiscal year 2014-15.
4. Written comments received.



## **SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL 99238.**

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

(a) The social services transportation advisory council shall consist of the following members:

- (1) One representative of potential transit users who is 60 years of age or older.
- (2) One representative of potential transit users who is handicapped.
- (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) Two representatives of local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.
- (5) One representative of a local social service provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
- (7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

(2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

(3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

## RESOLUTION 98-01

### A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION DEFINING "REASONABLE TO MEET" AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local transportation Commission (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

NOW, THEREFORE, BE IT RESOLVED THAT the Mono County Local Transportation Commission does hereby define "unmet transit needs" as a need of Mono County elderly, disabled, low income, youth, and other transit dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.

BE IT FURTHER RESOLVED that the Mono County Transportation Commission does hereby define "reasonable to meet" as transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:

- a. can be proven operationally feasible;
- b. can demonstrate community acceptance;
- c. would be available to the general public;
- d. can be proven to be economical; and
- e. can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years

NOW, THEREFORE, BE IT RESOLVED that the herein contained definition and findings are consistent with the Mono County Regional Transportation Plan, 1998 Update.

PASSED, AND ADOPTED this 1<sup>st</sup> day of June, 1998 by the following Commission:

Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

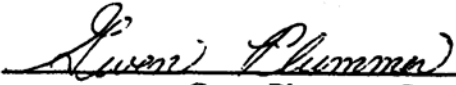
Noes:

Absent:

Abstain:

Attest:

  
 \_\_\_\_\_  
 Joann Ronci, Chairperson  
 Mono LTC

  
 \_\_\_\_\_  
 Gwen Plummer, Secretary  
 Mono LTC

## SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2014-15

## UNMET NEEDS THAT MAY BE REASONABLE TO MEET

	Request	Unmet Need	Reasonable to Meet	Actions/Solutions
1	Provide midweek (Monday-Friday) transit service from Chalfant into Bishop for job and school access purposes, and for other recreational purposes.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The current Benton-Chalfant-Bishop route runs two days/week and demonstrates a fare-box ratio of 11%, just over the 10% minimum. Assuming the ridership remains the same and the LTC allocates funding, this need could be reasonable to meet. Results of the 2013 Chalfant Area Transportation Survey, reviewed with the LTC in January 2014, indicate only two people would use the service on a regular basis. Other less frequent riders could utilize the existing Benton to Bishop route.	A very rough estimate anticipates this service could be provided if the LTC allocates an additional \$40,000. This cost accounts for an anticipated \$4,500 in fare revenue. Total operating cost would be \$45,000.
2.	Provide transportation between June Lake and Mammoth for shopping, recreation, health and other services, and commuters.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The previous year-round route, which serviced both employees and visitors, was not cost effective.	If the LTC allocated additional funding, ESTA could provide year-round service. Based on previous usage of this route, the funding allocation should anticipate a very nominal fare-box recovery ratio (<10%).  Last year, the LTC suggested a vanpool could be a potential solution for commuters.

## UNMET NEEDS THAT ARE NOT REASONABLE TO MEET

3.	Coordinate ESTA and YARTS routes and timing to allow for direct connections to Lee Vining and Yosemite from Bridgeport for recreational purposes, and/or consider providing an additional morning run.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	The 395 route to Reno is timed to allow for same-day travel from all points between Lone Pine and Reno. Therefore, the return run southbound from Bridgeport to Lee Vining is late in the day. Providing an earlier connection to Lee Vining and YARTS would require a new route. The economic viability and cost effectiveness of such a route is unknown at this time. It is likely that this route would not be economically reasonable to meet.	If the LTC allocated additional funding, ESTA could provide the service.  Discussion by ESTA and the LTC anticipates the ridership would be too low and not economically feasible. Therefore, this request is not reasonable to meet.
4.	Provide medical transportation to Reno so passengers could travel to medical appointments and return in the same day. Expand service to weekends and/or 7 days a week.	This is a request for a service expansion, and could be for obtaining necessities of life. It could qualify as an unmet need.	State law limits the maximum number of hours a driver may be on the road, which limits the layover time in Reno of the current route. To make the return time later, a second driver would need to be added to the route, which would drive up the price and/or not be cost effective. This route is also designed to provide same-day travel from Lone Pine to Reno and back, and allowing for a longer layover means	ESTA is pursuing a 5317 New Freedom grant to develop a volunteer driver program to assist with these types of trips. Drivers providing out-of-area transit needs would be reimbursed for mileage.  Funding is not currently available to expand the service to the weekends.

			the route would need to begin earlier than 6:15 am or end after 7:30 pm, which is not operationally reasonable. Therefore, this is not reasonable to meet.	
	<b>Request</b>	<b>Unmet Need</b>	<b>Reasonable to Meet</b>	<b>Actions/Solutions</b>
5.	Provide a trailhead/hiker shuttle from National Forest lands (e.g., Sonora Pass) to Bridgeport, which would service hikers. In addition, consider installing a bus stop sign or shelter with a posted schedule for hikers.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	Anticipated spotty and low ridership would likely make this route economically infeasible and unable to demonstrate cost effectiveness.	The CREST route currently picks up hikers on US 395; local Bridgeport businesses could be encouraged to provide a pick-up service; and/or if a trailhead transit service is implemented in the Inyo National Forest, the model could be evaluated for expansion to the Humboldt-Toiyabe NF.
6.	Provide public transit from Mammoth Lakes to the Mammoth-Yosemite Airport.	This is a request for a service that does not currently exist, and could be for obtaining necessities of life. It could qualify as an unmet need.	The Town of Mammoth Lakes, ESTA, and shuttle/taxi service providers discussed public transit in the past, and it was decided that shuttle/taxi services were the preferred proviers.	None.
<b>NOT CONSIDERED TO BE AN UNMET NEED</b>				
7.	Provide bus service for transportation in the event flights are cancelled at Mammoth-Yosemite Airport.	Public transit agencies are prohibited from providing charter bus services. Therefore, this is not a public transit request and is not considered an unmet need.	NA	The issue and potential solutions are under discussion by the Mammoth Planning and Economic Development Commission.
8.	Chalfant Valley Fire Department may need transportation for a fundraiser later this year.	This request is not for obtaining the necessities of life; therefore, this is not considered an unmet need.	NA	ESTA can provide this service with the appropriate arrangements. Contact information was exchanged to review details at a later date.
9.	Provide a means for people to commute from Mono City to jobs (Lee Vining, June Lake, Mammoth, Bridgeport).	A vanpool program exists to meet this need; therefore, this is not considered an unmet need.	NA	A Mono City commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.

	<b>Request</b>	<b>Unmet Need</b>	<b>Reasonable to Meet</b>	<b>Actions/Solutions</b>
10.	Incorporate bike lanes into regional and local roads in Bridgeport; e.g., on Hwy 182 and Twin Lakes Road. A pedestrian/bike lane is anticipated to be included on County roads during the Bridgeport Streets project.	Bike lanes do not affect the availability of transit and therefore does not qualify as an unmet need.	NA	Bike lanes on Hwy 182 and Twin Lakes Road are listed as potential future projects in Chapter 6 of the Regional Transportation Plan.
11.	The timing of the Mammoth Express does not provide for people to commute to Mammoth for work.  The Mammoth Express and Reno routes were merged in fall 2011 to eliminate two buses traveling between Bishop and Mammoth only 30 minutes apart, and the current route timing is necessary in order to coordinate with the origin of the route in Lone Pine, starting at 6:15am, with Reno connections.	A vanpool program exists to meet this need; therefore, this is not considered an unmet need.	NA	A Long Valley/Crowley commuter van could begin immediately. If demand does not exist to fill a vanpool, the likelihood is low ridership on a new route would not demonstrate cost effectiveness.  Affected commuters should contact ESTA for vanpool arrangements. The current Bishop-Mammoth vanpool would be willing to stop in Crowley Lake for additional riders.
12.	Seek to encourage a regional, recreational bicycling network between communities and major attractions by providing bike lanes, rest areas, signage, etc.	Bicycling infrastructure does not affect the availability of transit and therefore does not qualify as an unmet need.	NA	The concept can be incorporated into the Bikeway Master Plan and Regional Transportation Plan as appropriate.

**From:** Jerry McKinzey [jerry-mckinzey1@hotmail.com]  
**Sent:** Tuesday, March 18, 2014 8:19 AM  
**To:** Fred Stump  
**Subject:** RE: [All RPAC Subscribers] Unmet Transit Needs Public Hearing

Fred,

I thought I would share one more thought about more service.

If there were stops along Hwy 6 and I will go in order of places on the route, like the river, Then Laws Museum, bike access to Silverpeak using bike carriers on the buses, The Chalfant Park, Chalfant Merch which is only a short hike to Fish Slough as well as good food, the Spark plug mines access, Chidago road where the Indian history is a short hike, stops in Benton and as a turn around point the Old House at Benton where hot tubs await visitors and historic viewing. I think that tourist who would like to visit these spots without them having to drive themselves. They would use this service for many different reason and I would think the business owners would like it as well.

I still think once it was going more folks would use and I am sure the Hotel owners in Bishop would like to be able to offer options for it's guests.

I still think there would be commuter riders once it was going and maybe have really low fares to get things started or sell bulk tickets for commuter riders, but it needs to be low to get things started then review where to go from there. I may be wrong and it may not work but without trying we will never know.

I think the poll did not reach all the residents nor do they understand how it would work.

Please reconsider and share with the other 5 players.

Thanks

Jerry

**From:** Dillingham, Eric -FS [edillingham@fs.fed.us]  
**Sent:** Tuesday, March 04, 2014 8:46 AM  
**To:** Wendy Sugimura  
**Subject:** transportation needs

Hi Wendy,

Hope you're doing well! My mother lives in June Lake, down canyon at the end of a ¼-mile long private road and has a broken ankle. She'll be starting physical therapy at Mammoth Hospital soon and can't drive because of her injury. Right now, I'm her transportation and of course I live in Bridgeport. How does the bus service work? Does she need to get to "downtown" June Lake or call? Maybe an unmet need for many of us is how does the service work! Thanks for looking into improvements for the service.

Eric Dillingham  
Archaeologist, Bridgeport Ranger District  
HC 62 Box 1000  
Bridgeport, CA 93517

760.932.5817 (office)  
760.616.4110 (personal cell)



## Mono County Local Transportation Commission

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### Staff Report

April 14, 2014

**TO:** Mono County Local Transportation Commission

**FROM:** Megan Mahaffey, Financial Analyst

**SUBJECT:** Mono County Overall Work Program (OWP) 2014-15 draft for adoption

**RECOMMENDATIONS:**

Adopt Mono County OWP 2014-15 for submission to Caltrans

**FISCAL IMPLICATIONS:**

None at this time

**ENVIRONMENTAL COMPLIANCE:**

N/A

**DISCUSSION:**

The Mono County Overall Work Program 2014-15 was created by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and reflects work elements that are projected to be active from July 1, 2014, to June 30, 2015. Final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30.

# Mono County Overall Work Program

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## 2014-2015

**1<sup>st</sup> Draft for Circulation February 10<sup>th</sup>, 2014**  
**2<sup>nd</sup> Draft for Adoption April 14<sup>th</sup>, 2014**

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**OVERALL WORK PROGRAM****INTRODUCTION**

Mono County is a rural county located on the eastern side of the Sierra Nevada Mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 58 percent of the county population. During periods of heavy recreational usage, the Town of Mammoth Lake's population approaches 35,000.

Approximately 94 percent of Mono County is public land administered by the U.S. Forest Service, the Bureau of Land Management, the State of California, and the Los Angeles Department of Water and Power. The scenic and recreational attributes of this public land help support tourism and recreation as the major industry in the county. Approximately 80 percent of all employment is directly, or indirectly, associated with this industry. Annually, more than 6 million visitor-days of use occur on public lands in Mono County. The majority of these visitors travel to and through the county on the state highway system. Major attractions include Mammoth and June Mountain ski areas, Yosemite National Park, Mono Lake, Devils Postpile National Monument, Bodie State Historic Park, and the many lakes, streams and backcountry attractions accessed through Mono County communities.

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along U.S. Highways 395 and 6. Communities along Highway 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share Highway 395 as their main street for commerce and community activities. The Mono LTC has been working with Caltrans to develop plans for Highway 395 that meet community and interregional traveler needs.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The June Lake Community has also experienced resort development pressure across Highway 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada. While the recession has resulted in less pressure from development, an economic recovery could bring these pressures back, and this possibility needs to be considered in long-term planning efforts.

Benton, Hammil, and Chalfant, located along Highway 6 in the Tri-Valley area, have been influenced by development pressures from Bishop in Inyo County and, to a lesser degree, from the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county, but are experiencing increasing levels of truck traffic. Highway 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

**TRANSPORTATION GOALS AND ISSUES**

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are in the process of planning improvements to the pedestrian/livable nature of their communities.

Air travel to and from the eastern sierra has made substantial improvements in past years at Mammoth/Yosemite Airport. Winter air service from Mammoth/Yosemite Airport includes daily non-stop flights to Los Angeles, San Jose, San Francisco, San Diego and Orange County. Summer air service is available to Los Angeles on a daily basis.

As population and recreational use increases, particularly in Mammoth Lakes, may contribute more to air pollution problems, primarily related to wood smoke and cinder/dust. Mammoth Lakes is classified as a nonattainment area for state ozone standards, and for state and federal PM-10 standards. Mammoth Lakes has placed a greater emphasis on transit and trail improvements, rather than road improvements, to address the impact of vehicle traffic on air quality problems.

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA) is the transit provider in Mono County, and last year assumed winter transit service from Mammoth Mountain within Mammoth Lakes. Fixed route and public Dial-A-Ride service has been established within the Town of Mammoth Lakes and public transit extends in some form to most unincorporated communities by Eastern Sierra Transit Authority. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern and Inyo counties to maintain and increase interregional transit service to the south. Interregional service is provided between Carson-Reno and Lancaster through the Carson Ridgecrest Eastern Sierra Transit (CREST) route via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining interregional transit services to the Eastern Sierra.

### **PUBLIC PARTICIPATION**

The LTC utilizes the extensive public participation network of Mono County and the Town of Mammoth Lakes in seeking continual public input in transportation and land use planning. The County, in addition to its Planning Commission and Land Development Technical Advisory Committee, uses standing Regional Planning Advisory Committees (RPAC) or Citizen Advisory Committees for input and comment from community members. The LTC also relies on its Social Service Transportation Advisory Council and extensive community outreach to provide for public participation on transit related issues.

The Town's Planning and Economic Development Commission actively reviews and seeks public participation in transportation and airport planning activities, including issues regarding transit service, development review, capital projects, and transportation support infrastructure, policies, and programs.

### **TRIBAL CONSULTATION**

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute Tribe. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets bimonthly or quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, the Town of Mammoth Lakes, and Mono County. Tribal representative also occasionally participate at RPAC meetings. Staff continues efforts to outreach and call for projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, and the Regional Transportation Improvement Program.

### **ORGANIZATION OF THE MONO COUNTY LTC**

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

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The primary duties of the LTC consist of the following:

- Every five years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

The Town of Mammoth Lakes and the County of Mono have entered into a multi-year Memorandum of Understanding for planning, staff and administrative support services to the Mono LTC. Staff services focus on fulfilling the requirements of the California Transportation Development Act, administering the functions of the Mono County Local Transportation Commission, executing the Regional Transportation Plan and implementing the annual Overall Work Program.

### **PLANNING EMPHASIS AREAS UNDER MAP-21**

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA are addressed in the 2014/15 OWP where applicable, and are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

**WORK ELEMENT 100-13-0**  
**2015/16 OVERALL WORK PROGRAM DEVELOPMENT AND APPROVAL**

**PURPOSE**

The purpose of this Work Element is to develop the Overall Work Program for the following year and have the OWP approved by Caltrans. This is also where we assign time if we need to make adjustments to the current OWP.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Review status of current OWP projects	County, Town LTC	Status Update Report	12/31/2014
2.	Solicit potential work items from potential partners	County LTC	Proposed Work items	12/15/2014
3.	Develop priorities for new OWP	County LTC, Town LTC		12/31/2014
4.	Solicit input from LTC on priorities	County LTC		1/13/2015
5.	Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC Staff recommendation	1/31/2015
6.	Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2015
7.	Draft OWP reviewed by LTC	County LTC		2/10/2015
8.	Caltrans review of draft OWP	County LTC	OWP	3/1/2015
9.	Draft OWP reviewed by LTC	County LTC		3/10/2015
10.	Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2015
11.	Draft OWP reviewed by LTC	County LTC		4/14/2015
12.	Final Adoption of OWP	County LTC		5/12/2015
13.	Caltrans approval of OWP	LTC	Approved OWP for 2015/16	6/15/2015
14.	Develop, Review and approve Amendments as needed	County, LTC		As needed

**PREVIOUS WORK**

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

**ONGOING TASK**

This is an annual and ongoing work element.

**FUNDING SOURCE**

RPA.

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	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b><u>2014/15 RPA</u></b>	\$3,000	\$10,000	\$13,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>	\$3,000	\$10,000	\$13,000



**WORK ELEMENT 101-13-0**  
**2013/14 AND 2014/15 OVERALL WORK PROGRAM ADMINISTRATION**

**PURPOSE**

The purpose of this Work Element is to close out the 2013/14 OWP and administer the OWP for FY 2014/15.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	2013/14 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	Town, County, LTC	4 <sup>th</sup> Qtr Invoices/progress reports	8/5/2014
2.	2013/14 OWP Quarter 4 invoices/progress reports submitted to CalTrans	County LTC	4 <sup>th</sup> Qtr Invoices/progress reports	8/20/2014
3.	Year end paperwork, including Close Out Package to CalTrans	County TLC	Close Out Package	08/31/14
4.	Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly Reporting Forms	9/1/2014
5.	Quarter 1 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	1 <sup>st</sup> Qtr invoices/progress reports	10/31/2014
6.	Quarter 1 invoices/progress reports submitted to CalTrans	County LTC	1st Qtr Invoices/progress reports	11/15/2014
7.	Quarter 2 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	2 <sup>nd</sup> Qtr invoices/progress reports	1/20/2015
8.	Quarter 2 invoices/progress reports submitted to CalTrans	County LTC	2 <sup>nd</sup> Qtr RPA and PPM Invoices/progress reports	1/31/2015
9.	Review OWP and quarterly reports for possible amendments	LTC, County Planning, Town Comm Dev, County PW, Town PW, County/Town IT	Proposed amended Work Elements	3/15/2015
10.	Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/31/2015
11.	Amended OWP adopted by LTC	County LTC	Adopted amended OWP	4/14/2015
12.	Quarter 3 invoices/progress reports submitted to LTC Staff	County Planning, Town Comm Dev, County PW, Town PW, IT Staff	3 <sup>rd</sup> Qtr invoices/progress reports	4/20/2015

13.	Quarter 3 invoices/progress reports submitted to CalTrans	County LTC	3 <sup>rd</sup> Qtr Invoices/progress reports	4/30/2015
14.	Amended OWP approved by Caltrans	County LTC	Caltrans approved amended OWP	5/1/2015

**ONGOING TASK**

This is an annual and ongoing work element.

**FUNDING SOURCE**

RPA.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$5,000	\$14,000	\$19,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$5,000	\$14,000	\$19,000

**WORK ELEMENT 103-13-0**  
**LOCAL TRANSPORTATION COMMISSION STAFF SUPPORT**

**PURPOSE**

The purpose of this Work Element is for assigned staff to provide support for the on-going functions of the LTC.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Maintain office conduct day-to-day Commission business and website	County LTC	Customer service, phones, email, research & correspondence	Daily
2.	Prepare LTC Agenda Packet and supporting materials	County LTC	Agenda Packets	Monthly
3.	Prepare LTC Minutes and take actions necessary to implement Commission directives	County LTC	Minutes, resolutions, & implementation activities	Monthly
4.	Operational and Trust Fund Accounting	County LTC	required reports	as needed
5.	Annual audit	County LTC	annual audit	12/31/2014

**ONGOING TASK**

This is an annual and ongoing work element.

**FUNDING SOURCE**

RPA.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>		\$15,000	\$15,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>		\$15,000	\$15,000

**WORK ELEMENT 200-13-0**  
**REGIONAL TRANSPORTATION PLAN**

**PURPOSE**

The purpose of this Work Element is to prepare, adopt, and submit the Regional Transportation Program (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff. The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis,
- Comply with the State's Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures.
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use and housing elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the Update

**WORK ACTIVITY AND DELIVERABLES-MONO COUNTY**

- Fully updated RTP for Adoption, with certified Environmental Impact Report. RTP will include performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP -21 performance measures).

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Review RTP guidelines to identify RTP deficiencies and legal mandates for RTP update	County and TOML	Outline of RTP policy / data gaps	7/31/14
2.	Review current RTP with RPACs, tribal governments, Caltrans, Collaborative Planning Team, etc for input on modifications and identification of new issues to address	County and TOML	Agendas and draft issues section of RTP	7/31/14
3.	Identify issues related to integration of regional transportation goals and objectives in land use, housing, economic development and environmental preservation	County and TOML		6/30/15
4.	Incorporate and complete current County planning efforts; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc	County and TOML	Suggested additions to and/or modifications of the RTP	7/31/14
5.	Incorporate Digital 395/last-mile provider and other communication and infrastructure policies	County	Capital projects, communications policies	7/31/14
6.	Review Evaluate and revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation Element of the General Plan, and community input.	County and TOML	Draft policies and list of community/local /state transportation needs (RTIP & TA)	7/30/14
7.	Review draft RTP with Caltrans, RPACs, and conduct workshops with Commissions and Board, and make any changes	County	Public review of draft RTP and RTP modifications	10/31/14

8.	Coordinate with Land Use Element update and mandated Housing Element Update	County	Integrated RTP policies	7/31/14
9.	Incorporate natural resource considerations via update of master environmental assessment (MEA)/EIR	County	Draft MEA	10/31/14
10.	Integrate bike, pedestrian and other applicable non-motorized policies into an Active Transportation Plan format as a part of RTP	County	Draft ATP component	9/1/14
11.	Prepare Administrative Draft Environmental Impact Report (EIR) for internal review, revise as needed, and publish Public Review Draft EIR	County	Draft EIR	9/1/14
12.	Receive public/agency comments, prepare response to comments, prepare Final EIR, modify RTP and distribute	County	Final EIR & RTP	1/31/15
13.	Notice and conduct public hearing for adoption with Commissions and Board	County	Agendas	3/31/15
14.	Certify EIR and adopt RTP/Circulation Element	County	Adopted documents	6/30/15
15.	File Notice of Determination	County LTC	Notice of Determination	6/30/15

**WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Prepare draft Town Capital projects list for inclusion in RTP	Town Public Works	Town capital project list, cost estimates, schedule	7/31/14
2.	Town Commission(s) review of draft capital projects list for inclusion in RTP	Town Public Works	Commission(s) review of draft capital projects list	7/31/14
3.	Coordination with County and Caltrans as necessary	Town Public Works	Integrated capital project list	Ongoing
4.	Complete ADA Transition plan and incorporate into RTP	Town	ADA Transition plan	7/31/14
5.	Complete draft mobility element and incorporate into RTP	Town	Draft mobility element	7/31/14
6.	Prepare draft RTP with County	Town Public Works	Draft RTP	8/1/14
7.	Town Commission(s) review of draft RTP	Town Public Works	Commission(s) review of draft RTP	11/1/14
8.	Prepare Final Draft RTP with County	Town Public Works	Final Draft RTP	1/30/15
9.	LTC adoption	Town Public Works	Adopted RTP	6/30/15

**PREVIOUS WORK**

Town staff has been working to develop the Town's Capital Improvement Program, which will be incorporated into the RTP. County staff has outreached to Regional Planning Advisory Groups, completed review of most community policy sections, and with the assistance of consultant, integrated feedback and recommendations into an initial RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21 was adopted December 2013 and will be further adjusted as needed.

**ONGOING TASK**

This is an on-going work element.

**FUNDING SOURCE**

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b><u>2014/15 RPA</u></b>	\$2,000	\$58,000	\$60,000
<b><u>PPM FUNDING</u></b>	\$8,000	\$8,000	\$16,000
<b><u>TOTAL FUNDING</u></b>	\$10,000	\$66,000	\$76,000

**WORK ELEMENT 201-13-1**  
**REGIONAL TRAILS****PURPOSE**

The purpose of Work Element 201-12-1 is to develop Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects, incorporate trails into GIS base mapping, pursue funding for trails development and develop a Web Application for the trails system.

**WORK ACTIVITY AND DELIVERABLES MONO COUNTY**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	June Lake Trail Plan project(s), including Down Canyon Trail PID/PSR	Mono County	PID/PSR	12/30/14
2.	Route concepts for portions of the Eastern Sierra Regional Trail, including Mono Yosemite Gateway Trail	Mono County	Route concept for regional trail	3/30/15
3.	Develop trails plans/concepts and secure funding for trail system components for communities such as Bridgeport, Paradise, Crowley, Lee Vining and Walker	Mono County	Grant application	6/30/15
4.	Pursue funding for implementation of Bicycle Transportation Plan Projects	Mono County	Grant application	6/30/15
5.	GIS Base mapping - inclusion of trails	Mono County	Updated GIS base maps	Ongoing
6.	Web Application Development for trails system	Mono County	Web Application to identify trails	6/30/15
7.	Trail Counter Data Management System Development	Mono County	Trail use Data	6/30/15
8.	Evaluate Sidewalk segments for completion, curb extensions and ped activated flashing lights for crosswalks for priority communities	Mono County	Grant application	6/30/15

**WORK ACTIVITY AND DELIVERABLES TOML**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Safe Routes to School	TOML	Active Program	Ongoing
2.	Trail Counter Data Management	TOML	Trail Use Data	Ongoing

**ONGOING TASK**

This is an on-going work element.

**FUNDING SOURCE**

PPM.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2013/14 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$5,000	\$5,000	\$10,000
<b><u>TOTAL FUNDING</u></b>	\$5,000	\$5,000	\$10,000

**WORK ELEMENT 300-13-0**  
**REGIONAL TRANSIT PLANNING AND COORDINATION**

**PURPOSE**

The purpose of this Work Element is for Town to review, plan for, and coordinate transit route improvements and transit stop signage or other informational material as needed. This includes holding two annual public transit workshops to identify transit issues and needs and to plan for transit route, scheduling and signage improvements.

Significant coordination between the Town, Mammoth Mountain Ski Area, and the Eastern Sierra Transit Authority, as well as Yosemite Area Regional Transportation System occurs on a monthly basis.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Town, MMSA, and ESTA monthly liaison meetings	Town Airport & Transportation Department	Town, MMSA, and ESTA monthly liaison meetings	Monthly
2.	Planning and Economic Development Commission transit workshop-semiannual	Planning and Economic Development Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	7/31/2014
3.	Identify and analyze winter route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	9/31/2014
4.	Prepare Winter transit map	Town Airport & Transportation Department	Published Winter Transit Map	11/1/2014
5.	Planning and Economic Development Commission transit workshop-semiannual	Planning and Economic Development Commission, Town Airport & Transportation Department	Public workshop to discuss transit service	2/28/2015
6.	Identify and analyze summer route, schedule and signage changes (if any)	Town Airport & Transportation Department	Summary memorandum of route and/or schedule changes	4/31/2015
7.	Prepare Summer transit map	Town Airport & Transportation Department	Published Summer Transit Map	6/1/2015
8.	Final Deliverable(s)	Town Airport & Transportation Department	Summer and Winter Transit Maps (published); Transit Workshops	6/30/2015



**PREVIOUS WORK**

This is an ongoing work item.

**ONGOING TASK**

This is an ongoing work item.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>	\$12,000	\$7,000	\$19,000
<u>PPM FUNDING</u>			
<u>TOTAL FUNDING</u>	\$12,000	\$7,000	\$19,000

**WORK ELEMENT 302-14-4**  
**ESTA UPDATE OF INYO-MONO COUNTIES SHORT RANGE TRANSIT PLAN**

**PURPOSE**

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

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

**WORK ACTIVITY AND DELIVERABLES-ESTA**

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

**PREVIOUS WORK**

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

**ONGOING TASK****FUNDING SOURCE**

Transportation Planning Grant Application - \$100,000

Local In-Kind Match - \$14,457

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>	\$3,000	\$3,000	\$6,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>	\$3,000	\$3,000	\$6,000

**WORK ELEMENT 403-13-0**  
**REGIONAL PAVEMENT MANAGEMENT SYSTEM**

**PURPOSE**

The purpose of this Work Element is to update and maintain Mono County and Town of Mammoth Lakes pavement management system. The Pavement Management System (PMS) is a criteria based methodology used to make cost-effective decisions concerning the maintenance and rehabilitation of pavement in the Town of Mammoth Lakes. The primary objectives of the PMS is to:

- Catalog and report current pavement condition information,
- Provide data for development and maintenance of Long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost effective matter,
- Provide reports that allow for most cost effective use of rehab dollars, and
- Integrate finding into existing plans such as the 5 year Capital Improvement Plan and the Transportation Asset Management Plan

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Pavement Condition Assessment	TOML/County	Update PMS with current pavement condition index	11/1/2014
2.	Prepare Reports	TOML/County	Prepare reports for integration with the 5 year Capital Improvement Plan and Asset Management Plan	Ongoing
3.	Software license	TOML/County	Annual Software License Subscription	6/30/2015
4.	Data Collection and Management	TOML/County		
5.	Final Deliverable(s)	TOML/County	Update PMS & Renew License	6/30/2015

**ONGOING TASK**

This is an ongoing project.

**FUNDING SOURCE**

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$4,000	\$4,000	\$8,000
<u>TOTAL FUNDING</u>	\$4,000	\$4,000	\$8,000

**WORK ELEMENT 600-13-0**  
**REGIONAL TRANSPORTATION GRANT APPLICATIONS**

**PURPOSE**

The purpose of this Work Element to support Town efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. Additionally Project Study Reports (PSR's) will be developed and engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

The Town intends to pursue a range of local, State and Federal grant opportunities in 2014-15, including

- Community Based Transportation Planning Grant for district transportation planning.
- Local Measures U and R to support transportation planning for capital improvements and programming.
- ATP (Active Transportation Program) Grant applications.
- Development of Project Study Reports the primary objectives of which are to:
  - Determine and evaluate need and purpose of the project,
  - Evaluate and analyze the project alternatives,
  - Coordinate with statewide, regional, and local planning agencies,
  - Identify potential environmental issues and anticipated environmental review,
  - Identify the potential or proposed sources of funding and project funding eligibility,
  - Develop a project schedule, and
  - Generate an engineer's estimate of probable costs.

Administer and implement awarded grants as needed.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Research grants availability, requirements and determine eligible projects	County, Town Community Development and Public Works	N/A	TBD as needed
2.	Draft Grant Applications	County, Town Community Development and Public Works	Grant application and supporting materials; authorizing resolutions; letters of support etc.	TBD as needed
3.	Final Grant Application	County, Town Community Development and Public Works	Final Grant Application Package	TBD as needed
4.	Final Deliverable(s)	County, Town	Final Grant	TBD as

		Community Development and Public Works	Application Package(s)	needed
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**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

RPA and PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b><u>2014/15 RPA</u></b>	\$5,000	\$5,000	\$10,000
<b><u>PPM FUNDING</u></b>	\$5,000	\$5,000	\$10,000
<b><u>TOTAL FUNDING</u></b>	\$10,000	\$10,000	\$20,000

**WORK ELEMENT 601-11-0**  
**REGIONAL 395 CORRIDOR MANAGEMENT PLAN**

**PURPOSE**

The purpose of this Work Element is for the County and the Town to develop a Corridor Management Plan for US 395. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. Mono County was awarded a grant to complete the corridor management plan. Mono County and the Town of Mammoth Lakes are providing in-kind support for the project through the LTC. Staff will help facilitate meetings, coordinate with consultants, and other support services as needed. The primary objectives of Corridor Management Plan are to:

- Maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities.

**WORK ACTIVITY AND DELIVERABLES-MONO COUNTY**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Refine detailed work plan	County, LTC	Work Plan	12/31/2014
2.	Data Collection/GIS mapping	County, LTC	Inventory of data/mapping	05/31/2015
3.	Community Outreach Meetings/Collaborative Planning Group Meetings	County, LTC	Agendas	02/28/2015
4.	Review/Update existing State Scenic Highway CMP to be consistent with proposed NSBCMP	County, LTC	Updated State Scenic CMP	01/31/2015
5.	Prepare CMP Document draft, including proposed interpretive projects and cost estimates	County, LTC	Draft CMP	05/30/2015
6.	Present and discuss final proposed NSBCMP to local communities, boards & commissions. (~6 meetings)	County, LTC	Agendas, presentations, notes	06/30/2015
7.	Conduct facilitated sessions with communities/RPACs to establish design themes, including gateway monument signs/placement and Main Street improvements	County, LTC	Community Design Themes	06/30/2015
8.	Conclude process (incidentals : supplies, reproductions, travel, etc).and submit Final Deliverable(s) & Marking	County, LTC	395 Corridor Management Plan	06/30/2015

**WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Support Mono County Staff to complete 395 Corridor management Plan	Town Public Works	Support stakeholder, partner, and public outreach meetings. Assist in document, materials and presentation preparation, aid in consultant selection and coordination, review draft documents.	6/30/15
2.	Final Deliverable(s)	Town Public Works	395 Corridor Management Plan	6/30/15

**ONGOING TASK**

This is an ongoing project. Work is expected to continue on this project until FY 16/17.

**FUNDING SOURCE**

FHWA Grant Funding: \$196,000

RPA and PPM Funding for Required Match (20%): \$49,000 in-kind/cash

Total Project Cost: \$245,000

Funding Award Date: 6/17/2011

Project completion: 6/1/2015

Required project completion deadline: 6/1/2016

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>	\$5,000	\$10,000	\$15,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>	\$5,000	\$10,000	\$15,000



**WORK ELEMENT 605-12-2**  
**MAMMOTH LAKES STORM WATER MANAGEMENT MASTER PLAN**

**PURPOSE**

The purpose of this work element is prepare a Stormwater Management Master Plan that will provide a more proactive approach to managing stormwater, improving water quality and minimizing the risk of flooding. The Stormwater Management Master Plan is an important contributing document to the Town's overall Capital Improvement Program (CIP). It not only helps to prioritize stormwater related improvements, but also helps guide and prioritize street improvement projects with a stormwater component.

**Objectives:**

1. Develop a Stormwater Master Plan that includes provisions for improved management and policy; guides the development of the Town's CIP related to stormwater and street improvements; and describes maintenance and operations; and provides the opportunity for education and outreach.
2. Build upon the work previously completed by the Town, including the integration of the findings and recommendations included in the Erosion, Drainage and Flooding Project Final Recommendations Report dated April 11, 2008.
3. Identify, delineate and prepare to implement CIP projects identified within the Stormwater Master Plan and related street improvements.

There are several outcomes that will be developed and implemented with the project that are consistent with California Water Code Section 10562

1. Public Education regarding stormwater pollution.
2. Development of local stormwater quality guidelines and local code revisions that address zoning and building activities, including local transportation projects.
3. Development of a retrofit program and policy for existing development to improve stormwater quality.
4. Development of an operations and maintenance plan for both public and private developments.
5. Development of a monitoring, assessment, and reporting plan for both private and public development.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Develop Stormwater Management Plan and Capital Improvement Program	Town Public Works	Draft & Final Stormwater Master Plan	12/30/2014
2.	Implement Strategic Aspects of the Stormwater Management Plan <ul style="list-style-type: none"> <li>• Draft &amp; Final Stormwater Finance Strategy &amp; Funding Plan</li> <li>• Draft &amp; Final Stormwater Operations &amp; Maintenance Plan</li> <li>• Draft &amp; Final Framework for Commercial, Industrial and Residential Retrofit Program</li> <li>• Draft &amp; Final Monitoring, Assessment &amp; Reporting Plan</li> </ul>	Town Public Works	Draft & Final Stormwater Finance Strategy & Funding Plan; Draft & Final Stormwater Operations & Maintenance Plan; Draft & Final Framework for Commercial, Industrial and	6/30/2015

			Residential Retrofit Program; Draft & Final Monitoring, Assessment & Reporting Plan	
3.	Project Quality Control and Review	Town Public Works	Review notes by senior staff	ongoing
4.	California Environmental Quality Act	Town Public Works	Prepare environmental checklist and documentation for minor Negative Declaration	9/30/2015
5.	Project Administration	Town Public Works	Monthly reports and project invoicing	ongoing

**Final Deliverable(s):**

- Final Stormwater Finance Strategy & Funding Plan
- Final Stormwater Operations & Maintenance Plan
- Final Framework for Commercial, Industrial and Residential Retrofit Program
- Final Monitoring, Assessment & Reporting Plan
- CEQA Review and adoption
- Update Municipal Code

These deliverables will assist Town compliance with State mandated nonpoint source controls for stormwater pollution.

**PREVIOUS WORK** This is a new work element.

**ONGOING TASKS**

This project is expected to be completed by Fiscal Year 2014-15.

**FUNDING**

The Town has been awarded a grant from the Inyo-Mono Integrated Regional Water Management Plan (IRWMP) to complete Phase I of this project. The Town expects to submit another grant application to complete Phase II

Phase 1 IRWMP Grant: \$88,000

IRWMP Required Match 25%

Town General Fund/other Portion: \$27,375

PPM Match: \$30,000 (\$10,000/year through 2014/15)

Total Project Cost: \$229,500

Funding Award Date: Phase I award in negotiation with DWR: \$88,000

Funding Phase 2 DWR grant est. 9/2013: \$108,000

Required project completion deadline: Three years from award of CWR Grant

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2014/15 RPA</b>			
<b>PPM FUNDING</b>	\$10,000		\$10,000

<b><u>TOTAL FUNDING</u></b>	\$10,000		\$10,000

**WORK ELEMENT 607-13-2**  
**MAMMOTH LAKES MOBILITY ELEMENT COMPLETION PROJECT**

**PURPOSE**

The purpose of this work element is to analyze intersection level of service for intersections identified in the Town of Mammoth Lakes Draft Mobility Element and identify potential mitigation measures as necessary to meet level of service standards.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Perform level of service analysis, based on existing traffic model information, on existing and potential future intersections and roadway segments	Town Public Works & Community Development	Intersection and segment LOS worksheets	1/1/2014
2.	Conduct special studies for eventual completion of the Mobility Element			3/30/15
3.	Analyze the effects of the current General Plan Circulation Element and the proposed Mobility Element related to build out of the Town			3/30/15
4.	Analyze specifics of the plan as it relates to new roadways			3/30/15
5.	Identify potential mitigation measures, including CEQA, physical and policy measures	Town Public Works & Community Development	Technical memo and documentation of mitigation measures	6/30/15
6.	Final Deliverable(s)			6/30/15

**PREVIOUS WORK** This is a continuation of previous work element.

**ONGOING TASKS****FUNDING**

PPM and RPA.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$31,750		\$31,750
<b><u>TOTAL FUNDING</u></b>	\$31,750		\$31,750

**WORK ELEMENT 611-14-0**  
**MOBILITY ELEMENT ADOPTION**

The purpose of this work element is to adopt the 2011 Draft Mobility Element of the General Plan. The draft Mobility Element includes progressive recommendations related to all forms of mobility including pedestrian and bicycle.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Update the traffic model and special studies	Consultant, TOML	Traffic model, reports	Fall 2014
2.	Review the Draft Mobility Element in light of recent planning activities, such as the Zoning Code Update, Main Street Plan, and Housing Element Update	Consultant, TOML	Technical memo	Fall 2014
3.	Outreach on Draft Mobility Element (i.e., departments and other agencies)	Consultant, TOML	Public outreach	Winter 14/15
4.	Conduct a joint study session with Commission and Council	Consultant, TOML	Agenda and minutes	Winter 14/15
5.	Conduct alternatives analysis	Consultant, TOML	Technical memo	Winter 14/15
6.	Final Deliverables(s) submittal	Consultant, TOML	Adopted mobility element	July 2015

**PREVIOUS WORK**

Background: The Town previously drafted the General Plan Mobility Element which was not adopted due to staffing and budget constraints. This work program seeks to adopt the General Plan Mobility Element so the Town can continue to improve mobility throughout town.

**ONGOING TASK**

Staff started work on this project in 2010 and will complete work by July 2015.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$10,000		\$10,000
<b><u>TOTAL FUNDING</u></b>	\$10,000		\$10,000

**WORK ELEMENT 700-13-0**  
**REGIONAL PROJECT STUDY REPORTS**

**PURPOSE**

The purpose of this Work Element is to develop Project Study Reports (PSR) for projects in Mono County. Project Study Reports are engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

The primary objectives of a PSR are to:

- Determine and evaluate need and purpose of the project,
- Evaluate and analyze the project alternatives,
- Coordinate with statewide, regional, and local planning agencies,
- Identify potential environmental issues and anticipated environmental review,
- Identify the potential or proposed sources of funding and project funding eligibility,
- Develop a project schedule, and
- Generate an engineer's estimate of probable costs.

**WORK ACTIVITY AND DELIVERABLES-MONO COUNTY**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Maintenance of Project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs and potential projects via RPACs, LDTAC, Planning Commission and Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete PSR	Town, County, PW	PSR's	ongoing

**ONGOING TASK**

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

**FUNDING SOURCE**

PPM.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$5,000	\$10,000	\$15,000
<b><u>TOTAL FUNDING</u></b>	\$5,000	\$10,000	\$15,000

**WORK ELEMENT 701-13-1**  
**REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP) UPDATE/MAINTENANCE**

**PURPOSE**

The purpose of this Work Element is to keep an updated RTIP. The RTIP is a five-year planning and programming document that is adopted every two years (odd years) and commits transportation funds to road, transit, bike and pedestrian projects. Funding comes from a variety of federal, state and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

The primary objectives of this work element is to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under MAP-21 and revise MOU's when necessary,
- Amend existing RTIPs if projects have a change in scope, cost and/or delivery, and
- Monitor 2014 RTIP
- Develop programming needs and/or projects for the 2016 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21

**WORK ACTIVITY AND DELIVERABLES-MONO COUNTY**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Conduct quarterly reviews with LTC Amend RTIP if current projects change in scope, cost and/or delivery	Mono County LTC	LTC agenda report  LTC Resolution	Quarterly  6/1/15
2.	Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments	Mono County LTC	To be determined	As needed
3.	Monitor regional projects (MOU) for any necessary changes	Mono County LTC	To be determined	As needed
4.	Coordinate future programming needs (or projects) for Dist. 9, TOML, and/or Mono County	Mono County LTC	To be determined	ongoing
5.	Work with Town, County and CTC staff on implementation	Mono County LTC	Updated RTIP	ongoing

**PREVIOUS WORK**

- Adoption of the 2014 RTIP,
- Attendance at South State STIP hearing
- Consistency determination of the 2014 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2014 RTIP with CTC guidelines.

**ONGOING TASK**

This is an ongoing project and applies to development of any amendments need to the 2014 RTIP. Deliverables will be new amendments and/or programming changes to the 2014 RTIP if necessary.

**FUNDING SOURCE**

PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<u>2014/15 RPA</u>			
<u>PPM FUNDING</u>	\$5,000	\$5,000	\$10,000
<u>TOTAL FUNDING</u>	\$5,000	\$5,000	\$10,000

**WORK ELEMENT 800-13-1**  
**INTERREGIONAL TRANSPORTATION PLANNING**

**PURPOSE**

The purpose of this Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern and Central California, which includes continued participation in the interagency transit system for the Yosemite region, and, in concert with Kern, SANBAG and Inyo RTPA's, ongoing Eastern California transportation planning efforts.

- Coordinate with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities; attend meeting once a quarter, update MOU's as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21 concerns related to funding and specific needs in rural counties
- Attend Rural County Task Force meetings once a quarter and phone conferences as available
- Participate on YARTS, including support to the Advisory Committee and Governing Board;

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo and Kern COG and make/review any necessary changes to existing MOU's	County LTC	Agendas; Revised MOU	On-going
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; and outreach to applicable communities and interest groups	County LTC	Agendas, planning documents	On-going
3.	Preparation for Rural Counties Task Force (RCTF)	County LTC	Agendas	On-going
4.	Rural County Task Force Participation	County LTC	Meeting Minutes	On-going
5.	Public, agency and tribal engagement in transportation and transit related issues	County planning, IT, Town Staff	Agendas, informational notices, minutes	As needed

**ONGOING TASK**

The ongoing tasks with this work element continue to be a regional approach to transportation planning in Mono County. This work will include attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Transit Plan, and RTP.

**FUNDING SOURCE RPA.**

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>	\$5,000	\$10,000	\$15,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>	\$5,000	\$10,000	\$15,000



**WORK ELEMENT 803-13-2**  
**MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING**

**PURPOSE**

The purpose of this work element is offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

**WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Ongoing daily monitoring of air pollution	Town Community & Economic Development Department	Daily air pollution data and recording	6/30/2014

**ONGOING TASK**

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

**FUNDING SOURCE**

RPA.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$4,000		\$4,000
<b><u>TOTAL FUNDING</u></b>	\$4,000		\$4,000

**WORK ELEMENT 900-14-0**  
**SEASONAL ROAD CLOSURE POLICY****PURPOSE**

The purpose of this work element is to create a policy with Mono County, and the California Department of Transportation, District 9 for seasonal road closures. Mono County is served by multiple state highways with seasonal closures that either isolate Mono County from other regions in California or isolate portions of Mono County Communities from other portions of Mono County. These Routes include 120, 108, 89, 158, 168 and 270. These routes provide essential access and connectivity, and serve as critical elements to the economic infrastructure of the region. This policy will address safety and operations as well as management direction for intermittent closures and reopening and entire season road closures. This policy will include Yosemite National Park as needed for Tioga pass closure matters and outreach to the US Forest Service and BLM with a focus on passes and roads in unincorporated areas.

**WORK ACTIVITY AND DELIWORK VERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	LTC, County	Meetings with Caltrans staff	9/1/2013
2.	Develop Draft MOU Agreement, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Draft Maintenance Agreement	11/1/2013
3.	Prepare and present Draft MOU Agreement or policy /Procedure to Caltrans	LTC, County	Draft Maintenance Agreement	1/1/2014
4.	Final Updated MOU or Policy/Procedure	LTC, County	Final Updated Maintenance Agreement	2/1/2014
5.	Final Deliverable(s)	Mono County LTC		2/1/2014

**ONGOING TASK**

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

**FUNDING SOURCE**

RPA.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>	\$2,000	\$8,000	\$10,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>	\$2,000	\$8,000	\$10,000

**WORK ELEMENT 902-13-2**  
**REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT**

**PURPOSE**

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software for the Town of Mammoth Lakes, to support current monitoring and transportation planning activities. Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Purchase equipment	Town Public Works	Permanent traffic counters equipment, Infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	6/30/15
2.	Final Deliverable(s)		3 Traffix trail counters; 2 Jamar intersection counters; 1 maintenance/parts	6/30/15

**PREVIOUS WORK**

Town staff purchases equipment yearly to replace old and/or damaged items.

**ONGOING TASK**

This is an ongoing work item to replace equipment needed for counting vehicles and pedestrians.

**FUNDING SOURCE**

PPM.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$5,000	\$5,000	\$10,000
<b><u>TOTAL FUNDING</u></b>	\$5,000	\$5,000	\$10,000

**WORK ELEMENT 903-13-1**  
**REGIONAL TRANSPORTATION ASSET MANAGEMENT PLAN**

**PURPOSE**

The purpose of this Work Element is to complete a Transportation Asset Management Plan for County & Town maintained roads, and integrate updated data into the plan on an on-going basis. Staff will also continue to develop an inventory of Right-of-Way and the encroachments, to be able to have the best possible data for future projects. Data from the plan will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wild life collisions. MAP – 21 performance measures for rurals are optional now – but consider the points below.

**WORK ACTIVITY AND DELIVERABLES**

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to county road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Develop and maintain inventory of Right-of-Way for County Roads	County Public Works , TOML	ROW Inventory	Ongoing
2.	Present report to Board of Supervisors	County Public Works, TOML	Agenda/minutes	7/16/13
3.	Incorporate ROW or other applicable data into GIS System	County TOML GIS	Updated GIS reports	ongoing
4.	Data Collection for plan updates	County Public Works, TOML	Data reports	ongoing
5.	Data Collection of Accident Reports	County- TOML	Data Reports	ongoing

**PREVIOUS WORK**

Mono County conducts speed surveys on all county roads on a periodic basis as well as maintaining the PMS. This Work Element will bring all of the existing data together to determine future STIP programming priorities.

**ONGOING TASK**

This is a new Work Element that coordinates data from previous and ongoing Work Elements. This will be an ongoing work element.

**FUNDING SOURCE**

PPM.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>			
<b><u>PPM FUNDING</u></b>	\$20,000	\$50,000	\$70,000
<b><u>TOTAL FUNDING</u></b>	\$20,000	\$50,000	\$70,000

**WORK ELEMENT 908-14-2**  
**REGIONAL MAINTENANCE MOU****PURPOSE**

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

**WORK ACTIVITY AND DELIVERABLES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, and opportunities;	Town Public Works and Caltrans	Meetings with Caltrans staff	9/1/2013
2.	Develop Draft Maintenance Agreement (Administrative Review)	Town Public Works and Caltrans	Draft Maintenance Agreement (Administrative Review)	11/1/2013
3.	Prepare and present Draft Maintenance Agreement	Town Public Works and Caltrans	Draft Maintenance Agreement	1/1/2014
4.	Final Updated Maintenance Agreement	Town Public Works and Caltrans	Final Updated Maintenance Agreement	2/1/2014
5.	Final Deliverable(s)			2/1/2014

**PREVIOUS WORK** This is a new work element.

**ONGOING TASKS****FUNDING**

PPM and RPA.

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b><u>2014/15 RPA</u></b>	\$18,000	\$20,000	\$38,000
<b><u>PPM FUNDING</u></b>			
<b><u>TOTAL FUNDING</u></b>	\$18,000	\$20,000	\$38,000

**WORK ELEMENT 1000-13-0**  
**TRAINING AND DEVELOPMENT****PURPOSE**

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects. In order to plan future projects staff must be up to date on the most current State and Federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g. MAP-21), policies, and regulations,
- Provide training on MUTCD, LAPM, FHWA, Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.
- 

**WORK ACTIVITY AND DELIVERABLES-MONO COUNTY**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Identify and attend training opportunities available relating to transportation planning, projects and programs	County Planning, County LTC, and County Public Works	Training documentation	Ongoing
2.	MAP-21 training and implementation	County LTC	Update to LTC	ongoing

**WORK ACTIVITY AND DELIVERABLES-TOWN OF MAMMOTH LAKES**

	<b>Tasks</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Receive training on new and updated state and federal laws, policies, and regulations	Town Community Development and Public Works	Training documentation	6/30/2015
2.	Receive training on new and updated transportation principles and practices	TOML Community Development and Public Works	Training documentation	6/30/2015
3.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	Town Community Development and Public Works	Training documentation	6/30/2015
4.	Investigate new techniques and equipment to be adapted and incorporated into future projects	Town Community Development	Training documentation	6/30/2015

		and Public Works		
5.	Final Deliverable(s)		Training documentation	6/30/2015

**ONGOING TASK**

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

**FUNDING SOURCE**

RPA and PPM.

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b><u>2014/15 RPA</u></b>	\$5,000	\$5,000	\$10,000
<b><u>PPM FUNDING</u></b>	\$5,000	\$5,000	\$10,000
<b><u>TOTAL FUNDING</u></b>	\$5,000	\$5,000	\$20,000

**APPENDIX A  
RPA BUDGET SUMMARY**

**Proposed Expenditures:**

<b>Work Element</b>	<b>Total</b>	<b>Town</b>	<b>County</b>
101-13-0: 2015/16 OWP Development and Approval	<b>\$13,000</b>	\$3,000	\$10,000
101-13-0: 2013/14 & 2014/15 OWP Admin	<b>\$19,000</b>	\$5,000	\$14,000
103-13-0: Local Transportation Commission Staff Support	<b>\$15,000</b>		\$15,000
200-13-0: Regional Transportation Plan	<b>\$60,000</b>	\$2,000	\$58,000
300-13-0: Regional Transit Planning & Coordination	<b>\$19,000</b>	\$12,000	\$7,000
302-12-4: ESTA Update of Inyo-Mono Short Range Transit Plan	<b>\$6,000</b>	\$3,000	\$3,000
600-12-0: Regional Transportation Grant Applications	<b>\$10,000</b>	\$5,000	\$5,000
601-11-0: Regional 395 Corridor Management Plan	<b>\$15,000</b>	\$5,000	\$10,000
800-13-1: Interregional Transportation Planning	<b>\$15,000</b>	\$5,000	\$10,000
900-14-0: Regional Seasonal Road Closure Pass Policy	<b>\$10,000</b>	\$2,000	\$8,000
908-14-1: Regional Maintenance MOU – Policy Creation	<b>\$38,000</b>	\$18,000	\$20,000
1000-12-0: Training and Development	<b>\$10,000</b>	\$5,000	\$5,000
<b>TOTALS</b>	<b>\$230,000</b>	\$65,000	\$165,000



**APPENDIX B  
PPM BUDGET SUMMARY**

**Proposed Expenditures:**

<b>Work Element</b>	<b>Total</b>	<b>Town</b>	<b>County</b>
200-13-0: Regional Transportation Plan	<b>\$16,000</b>	\$8,000	\$8,000
201-13-1: Regional Trails	<b>\$10,000</b>	\$5,000	\$5,000
601-11-0: Regional 395 Corridor Management Plan	<b>\$15,250</b>		\$15,250
403-12-0: Regional Pavement Management System	<b>\$8,000</b>	\$4,000	\$4,000
605-12-2: Mammoth Lakes Stormwater Management Plan	<b>\$10,000</b>	\$10,000	
600-12-0: Regional Transportation Grant Applications	<b>\$10,000</b>	\$5,000	\$5,000
607-13-2: Mammoth Lakes Draft Mobility Element Level of Service Analysis & Mitigation Identification	<b>\$31,750</b>	\$31,750	
611-14-2: Mammoth Lakes Mobility Adoption	<b>\$10,000</b>	\$10,000	
700-13-0: Regional Project Study Reports	<b>\$15,000</b>	\$5,000	\$10,000
701-13-0: Regional Transportation Improvement Program (RTIP) updates and meeting attendance	<b>\$10,000</b>	\$5,000	\$5,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	<b>\$4,000</b>	\$4,000	
902-13-2: Regional Purchase of Transportation Data Collection Equipment	<b>\$10,000</b>	\$5,000	\$5,000
903-13-1: Regional Transportation Asset Management Plan	<b>\$70,000</b>	\$20,000	\$50,000
1000-12-0: Training and Development	<b>\$10,000</b>	\$5,000	\$5,000
<b>TOTALS</b>	<b>\$230,000</b>	<b>\$110,750</b>	<b>\$119,250</b>

**APPENDIX C**  
**LIST OF PLANS WITH DATES FOR UPDATE**

<b>Plan Name</b>	<b>Entity Responsible</b>	<b>Last Updated</b>	<b>Frequency of Updates</b>	<b>Next Update Due</b>
Airport Emergency Plan	Town of ML	2013	5 to 10 years	2018
Airport Land Use Plans (ALUP)				
Bryant Field (Bridgeport)	Mono County			
Lee Vining Field	Mono County			
Mammoth/Yosemite Airport	Mono County			
Airport Safety Management System Plan	Town of ML	New	As necessary	2014
ESTA Short Range Transit Plan	ESTA	2014	5 years	2019
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2014	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2013	2 years	2015
Regional Transportation Plan	LTC	2008	5 years	2018

## Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546  
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monocounty.ca.gov

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(760) 932-5420 phone, 932-5431 fax

### LTC Staff Report

**DATE:** April 14, 2014

**FROM:** Peter Bernasconi, Senior Associate Civil Engineer/Acting Public Works Director

**SUBJECT:** Application for Grant Funds from the Federal Consolidated Appropriations Act, 2014 Discretionary “TIGER 2014 Grant Program”

**RECOMMENDATIONS:** Approve the attached resolution R14-04 making findings and approving a grant application by the Town of Mammoth Lakes to construct an Eastern Sierra Regional Multimodal Transportation Hub

**FISCAL IMPLICATIONS:** There is no financial commitment from the LTC for the preparation of the grant application or for implementation of the project. The Town and partners have expended about \$5 million in actual costs or in-kind value for environmental, engineering and land acquisition for this project. If awarded, the grant would fund the facilities at a cost of about \$10 million.

**ENVIRONMENTAL COMPLIANCE:** An addendum to the North Village Specific Plan EIR was prepared for the roundabout and a Mitigated Negative Declaration was prepared for the parking garage project in accordance with the California Environmental Quality Act (CEQA). The Town is working with Caltrans to complete environmental review in compliance with the National Environmental Protection Act (NEPA) that will be required for federal funding.

**RTP / RTIP CONSISTENCY:** A transit transfer hub was constructed as part of the realignment of Canyon Boulevard for the North Village Project. The parking garage and roundabout are included in the Town circulation element and mobility element, which are incorporated by reference into the RTP.

**DISCUSSION:**

**BACKGROUND:**

Application for Grant Funds from the Federal Consolidated Appropriations Act, 2014 Discretionary TIGER 2014 Grant Program, and grants for transportation are being solicited from the Federal Department of Transportation (DOT). The final application is due to the DOT on or before April 23, 2014, through the grants.gov website.

The Eastern Sierra Regional Multimodal Transportation Hub Project consists of three major features that are important to improving the economic and transportation sustainability of the Eastern Sierra region and the Town of Mammoth Lakes.

1. Park and Parking Facility
  - a. Approximately 100-150 stalls (phase 1)
  - b. Solar powered lighting
  - c. Potential for future workforce units integrated into a parking facility
  - d. Potential for geothermal heating
  - e. Pedestrian proximity to transit hub
  - f. Bicycle racks and parking
  
2. Improved Pedestrian Access and Safety
  - a. Safe crossing over an arterial street
  - b. Linkage to transit stops
  - c. Transit shelter
  - d. Bike racks
  
3. SR 203 & Forest Trail Roundabout
  - a. Relieve vehicular traffic congestion
  - b. Improve vehicular traffic flow
  - c. Improve pedestrian access to transit hub
  - d. Bicycle lanes
  - e. Additional sidewalks

Taken as a whole, these transportation facilities will form the keystone in a regional transportation hub located in Mammoth Lakes, CA. This transportation hub will anchor winter and summer tourist-based economic activity in the Eastern Sierra. The transit hub will directly service destinations such as Yosemite National Park, Devils Postpile National Monument, Mammoth Mountain Ski Area, Inyo National Forest, Inyo Craters, the Pacific Crest and John Muir trails. The Transportation hub will also provide overnight parking and a transfer station for the Mammoth Yosemite airport and motorists traveling the US 395 corridor.

### **OPTIONS ANALYSIS**

1. It is recommended the Local Transportation Commission, after deliberating and receiving public testimony, adopt attached resolution R14-04 approving the project application and deeming that the project is consistent with the RTP.
  
2. Do not take action at this time.

### **RECOMMENDATION:**

#### **Approve Option 1**

It is recommended the Local Transportation Commission, after deliberating and receiving public testimony, adopt attached resolution R14-04 approving the project application and deeming that the project is consistent with the RTP.

**RESOLUTION R14-04**  
**APPROVE THE 2014 TIGER GRANT APPLICATION FOR THE EASTERN SIERRA**  
**REGIONAL MULTIMODAL TRANSPORTATION PROJECT**

**WHEREAS**, the Department of Transportation has solicited TIGER Grant applications as part of the Federal Consolidated Appropriations Act, 2014 Discretionary “TIGER 2014 Grant Program”; and

**WHEREAS**, the TIGER grant program is a Federal DOT discretionary nationwide competitive program for transportation projects that will improve long-term outcomes for transportation systems, create jobs, have good cost-benefit projections, and how the project will be maintained in a state of good repair, is lovable, sustainable and improves safety; and

**WHEREAS**, the Town of Mammoth Lakes through the Mono County Local Transportation Commission is preparing an application for the Eastern Sierra Regional Multimodal Transportation Hub Project; and

**WHEREAS**, this project will have national impact due to its location in Mono County and proximity to many of the nation’s treasures and “playgrounds,” including Mammoth Mountain Ski Area, Devils Postpile National Monument, Inyo National Forest, Mammoth Lakes Basin, Yosemite National Park, Mono Lake, John Muir and Ansel Adams wilderness areas, trail heads to the Pacific Crest and John Muir trails among others; and

**WHEREAS**, this project will provide transit stops and transfers for all of the local transit operators and programs including, local and regional ESTA routes, YARTS, Town Trolley System, MMSA System; and

**WHEREAS**, the parking garage will provide parking for transit users who need day parking as well as overnight parking; and

**WHEREAS**, this project will create jobs during construction and long term and help provide easy access for visitors and residents using public transportation to Reds Meadow, Devils Postpile National Monument, and Yosemite National Park, where a need has been determined to reduce the use of the automobile; and

**WHEREAS**, the project is consistent with the Town of Mammoth Lakes Circulation Element and Mobility Element, which are part of the Regional Transportation Plan; and

**WHEREAS**, on April 14, 2014, the Mono County Local Transportation Commission conducted a duly noticed public meeting and approved 2014 TIGER grant application.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby approves the TIGER grant application for the Eastern Sierra Regional Multimodal Transportation Project.

**APPROVED AND ADOPTED** this 14<sup>th</sup> day of April 2014.

Ayes:  
 Abstain:  
 Absent:

---

Jo Bacon, chair

ATTEST:

---

CD Ritter, secretary

# Mono County Local Transportation Commission

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## Staff Report

April 14, 2014

**TO:** Mono County Local Transportation Commission

**FROM:** Megan Mahaffey, Financial Analyst  
Gerry Le Francois, Principal Planner

**SUBJECT:** Caltrans Agreement covering funding for the STIP Planning, Programming and Monitoring Program for the 2012 and 2014 Regional Transportation Improvement Program (RTIP)

**RECOMMENDATION:**

Approve resolution R14-05 authorizing Mono County Local Transportation Commission executive director or designee to execute PPM fund transfer agreements included in the 2012 and 2014 Regional Transportation Improvement Program.

**FISCAL IMPLICATIONS:** The Planning, Programming and Monitoring (PPM) funds serve as a funding source for execution of the Mono County Overall Work Program 2014-15.

**ENVIRONMENTAL COMPLIANCE:**

N/A

**DISCUSSION:**

The authorization of the Caltrans Agreement covering funding for the STIP Planning, Programming and Monitoring Program is part of the previously approved 2012 and 2014 RTIP. The approval of the resolution will authorize the Mono County Local Transportation Commission executive director or designee to execute Caltrans agreements to allow for the transfer of funds.

**ATTACHMENT:**

- Resolution R14-05

**RESOLUTION R14-05**  
**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION**  
**AUTHORIZING STAFF TO EXECUTE AGREEMENTS TO IMPLEMENT THE 2012 AND 2014**  
**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

**WHEREAS**, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

**WHEREAS**, the projects identified in the 2012 and 2014 Regional Transportation Improvement Programs (RTIPs) have been developed in accordance with the guidelines established by the California Transportation Commission, including regional needs, the performance and cost-effectiveness criteria of the Mono County Regional Transportation Plan; and

**WHEREAS**, the projects identified in the 2012 and 2014 Regional Transportation Improvement Programs require staff to execute various agreements with the state in order to implement said RTIPs.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby authorizes the executive director or designee to execute necessary agreements to implement the 2012 and 2014 RTIPs.

**PASSED AND ADOPTED** this 14th day of April 2014, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

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Jo Bacon, Chair  
 Mono County Local Transportation Commission

Approved as to form:

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Stacey Simon, Assistant County Counsel

ATTEST:

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C.D. Ritter, Secretary

## YOSEMITE POLICIES

### GOAL

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

### OBJECTIVE A

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

- Policy 1:** Management of Yosemite's congestion and access should be accomplished in a way that enhances the quality of life and quality of experience in gateway communities.
- Policy 2:** Coordinate with local plans when planning potential gateway corridor improvements to assist in dispersing transportation related impacts from visitors to Yosemite.
- Policy 3:** The importance of Yosemite to the regional economy should be a primary factor when considering opening and closing dates for Tioga Pass.
- Policy 4:** Continue working with Yosemite National Park on traffic and parking-related issue to provide the best visitor experience while supporting environmental preservation within the Yosemite region.
- Policy 5:** Transit related infrastructure should maximize consideration for the environment, e.g. convenient, well signed transit stops with appropriate safety and environmental considerations, including pedestrian and bike linkages.

### OBJECTIVE B

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

- Policy 1:** In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that complement the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.
- Policy 2:** Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.
- Policy 3:** Promote the Mono Yosemite Trail as an access route for alternative travel modes.
- Policy 4:** Maintenance and improvement projects on Highway 120 should focus on accommodating alternative transportation modes, particularly cycling. Provide connections to trails, appropriate signage, and staging areas for cyclists.
- Policy 5:** Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on Highway 120 both within and outside the Park.



**Policy 6:** YARTS should provide transit service from the Eastern Sierra to Tuolumne Meadows and should continue to sustain that service.

**Policy 7:** YARTS should accommodate bicyclists and hikers and their gear. YARTS transit facilities should include bike lockers at transit stops, bike racks at key locations. The NPS is encouraged to provide , bike rental in Yosemite, and a bike-sharing program in key locations, such as Yosemite Valley. program.

#### **OBJECTIVE C**

Encourage diversity in visitor destinations and experiences.

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

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

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

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

#### **OBJECTIVE D**

Provide for safe and consistent access between Yosemite National Park and its eastern gateway.

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

**Policy 2:** Promote opening the areas along Highway 120 to Tuolumne Meadows as soon as conditions are safe.

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

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

**Policy 5:** Maintenance and improvement projects on Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas. Facilities for cyclists and pedestrians should include trailhead parking retention, signage, safe road crossings, etc.

#### **OBJECTIVE E**

Develop transportation infrastructure that supports access to and within communities along the Highway 395 corridor.

**Policy 1:** Highway 120 should remain a trans-Sierra highway open to through traffic for as long as the weather allows. Road opening policies should promote late closures and early openings.

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

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

## Mono County Local Transportation Commission

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April 14, 2014

**TO:** Mono County Local Transportation Commission

**FROM:** Scott Burns

**RE:** RTP Update Cycle

### RECOMMENDATION

Consider four/year Regional Transportation Plan (RTP) update cycle and provide any desired direction to staff.

### RTP / RTIP CONSISTENCY:

The proposed update cycle will ensure that the RTP is kept current, improve its integration with the housing update cycles of the Town of Mammoth Lakes and Mono County, and enhance consistency and collaboration with the planning processes of the region's local general-purpose governments. Although the action will cause the RTP to be updated every four years rather than five years, the LTC has adequate state funding to accommodate the shift. Both the Town of Mammoth Lakes and Mono County would benefit by shifting their requirement to fund housing element updates from every five years to every eight years.

### DISCUSSION:

Given the recent RTP update in December, and that the current comprehensive RTP update and EIR is in the works, SB 375 enables the LTC to align RTP updates with housing element updates of the Town of Mammoth Lakes and Mono County. The primary advantage of this action is to allow less frequent updates of the region's housing elements. The following information provided by Jess Negrete of the State Department of Housing and Community Development summarizes the process:

To enable a jurisdiction to shift from a five/year to an eight-year housing element planning period for the sixth cycle, the County RTPA may: 1) elect to adopt its RTP every four years; 2) make the election 54 months prior to the deadline to adopt the sixth cycle element; and 3) complete the RTP within three years of notice of election. To be safe, since the sixth housing element is due June 30, 2019, the election to shift to a four year RTP should occur by the end of 2014. Below are the requirements per GC Section 65080(b)(2)(M). SB 375 allows attainment MPOs and RTPAs the option to elect shifting from a five-year RTP to a four-year RTP update, with the following conditions:

- The election is made *[AD]* by the board of directors at least 54 months (4.5 years) prior to the deadline for the adoption of housing elements for jurisdictions within the region, *after a public hearing at which comments are accepted from members of the public and representatives of cities and the county covered by the RTPA.*
- Notice of public hearing shall be given to the general public and by mail to cities and counties within the region no later than 30 days prior to the date of the public hearing.
- Notice of election shall be promptly given to HCD.
- The next RTP shall be completed within three years of the notice of election.

### ATTACHMENT

- HCD email

**From:** Negrete, Jess@HCD [<mailto:Jess.Negrete@hcd.ca.gov>]  
**Sent:** Wednesday, November 06, 2013 10:16 AM  
**To:** Scott Burns  
**Subject:** Election resulting in 8-year HE

Scott,

To enable a jurisdiction to shift from a 5 year to an 8-year housing element planning period for the 6<sup>th</sup> cycle, it requires the County RTPA to 1) elect to adopt its RTP every four years;<sup>1</sup> 2) make the election 54 months prior to the deadline to adopt the 6<sup>th</sup> cycle element; and 3) complete the RTP within 3 years of notice of election. To be safe, since the 6<sup>th</sup> housing element is due June 30, 2019, the election to shift to a four year RTP should occur by the end of 2014. Below are the requirements per GC Section 65080(b)(2)(M). If you have any questions or comments feel free to contact Anda Draghici at (916) 263-7428 [Anda.Draghici@hcd.ca.gov](mailto:Anda.Draghici@hcd.ca.gov) or me.

SB 375 allows attainment MPOs and RTPAs the option to elect shifting from a 5-year RTP to a 4-year RTP update, with the following conditions:

- The election is made *[AD]* by the board of directors at least 54 months (4.5 years) prior to the deadline for the adoption of housing elements for jurisdictions within the region, *after a public hearing at which comments are accepted from members of the public and representatives of cities and the county covered by the RTPA.* .
- Notice of public hearing shall be given to the general public and by mail to cities and counties within the region no later than 30 days prior to the date of the public hearing.
- Notice of election shall be promptly given to HCD
- The next RTP shall be completed within three years of the notice of election.

Jess

---

**Mono County  
Local Transportation Commission**

**LTC Handbook**

**Updates: September 2008; July 2011;  
January 2012; August 2012**

## I. INTRODUCTION AND PURPOSE

### Background

The Mono County Local Transportation Commission (MCLTC) was created by joint resolution of the Mono County Board of Supervisors (Res. 84-93, dated August 21, 1984) and the Mammoth Lakes Town Council (Rex. 84-26, dated August 20, 1984). Pursuant to Government Code Section 29535, the Mono County Local Transportation Commission thus created was designated by the Secretary of Business, Transportation and Housing as the regional transportation planning agency for Mono County on October 1, 1984. The MCLTC replaced the Mono County Transportation Commission, which served as the transportation planning agency for Mono County from April 1, 1972, through December 1984.

### Purpose

The Mono County LTC serves as the lead transportation and planning and administrative agency for transportation projects and programs in the Mono County region. The MCLTC's primary functions include:

1. Administration of Transportation Development Act (TDA) funds
2. Preparation, adoption and submittal of a Regional Transportation Plan (RTP) to the California Department of Transportation and California Transportation Commission
3. Preparation of an annual Overall Work Program (OWP)
4. Preparation and adoption of a Regional Transportation Improvement Program (RTIP)
5. Review of and comment on the Interregional Improvement Plan (IIP) contained in the State Transportation Improvement program (STIP)
6. Review of and prioritization of grant applications for various funding programs
7. Facilitation of public education, awareness and involvement in regional transportation planning and programming

## II. ORGANIZATION

### Membership

Consistent with state law, the MCLTC consists of six commissioners – three commissioners appointed by the Town of Mammoth Lakes Town Council and three commissioners appointed by the Mono County Board of Supervisors. Each appointing authority may also select up to three alternative members to serve in the absence of their respective regular members. In most instances, the appointing authorities select commissioners that also serve as members of the Mammoth Lakes Town Council and Mono County Board of Supervisors.

The MCLTC historically has included the Caltrans District 9 Director as a non-voting ex-officio member. The ex-officio membership allows for participation by the District 9 Director or staff designee in commission discussions before and after public testimony, but without the ability to vote on commission matters.

### Term of Office

Each appointed commissioner shall serve until a replacement is named.

### Chair and Vice-Chair

The Chair and Vice-Chair shall be elected by a majority vote of members present in February or as soon thereafter as possible, or at a regular meeting after a vacancy occurs.

## C

**Effective:[See Text Amendments]**

West's Annotated California Codes [Currentness](#)

Government Code ([Refs & Annos](#))

Title 3. Government of Counties ([Refs & Annos](#))

Division 3. Financial Provisions ([Refs & Annos](#))

Chapter 2. Funds ([Refs & Annos](#))

Article 11. **Transportation** Fund ([Refs & Annos](#))

→→ § 29535. **Local transportation commission; establishment; membership; authorized activities**

Within each county which is not within the jurisdiction of a statutorily created regional **transportation** planning agency or a council of governments, a **local transportation commission** shall be established and composed of three members appointed by the board of supervisors, three members appointed by the city selection committee of the county or by the city council in any county in which there is only one incorporated city, and, where applicable, three members appointed by a transit district and one member representing, collectively, the other transit operators in the county.

However, in a county in which there are no incorporated cities, five members may be appointed to the **commission** by the board of supervisors. The appointments to the **commission** may include members of the board of supervisors, the city councils, the transit district, and other **local** transit operators.

The appointing authority, for each regular member it appoints, may appoint an alternate member to serve in place of the regular member when the regular member is absent or disqualified from participating in a meeting of the **commission**.

A **local transportation commission** may employ staff, enter into contracts, and conduct other activities necessary to fulfill its responsibilities as a regional **transportation** planning agency and **local transportation commission**.

CREDIT(S)

(Added by Stats.1971, c. 1400, p. 2754, § 1, operative July 1, 1972. Amended by Stats.1978, c. 410, p. 1304, § 1; Stats.1996, c. 10 (A.B.1869), § 3, eff. Feb. 9, 1996.)

HISTORICAL AND STATUTORY NOTES

2008 Main Volume

Section 1 of Stats.1996, c. 10 (A.B.1869), provides:

“This act shall be known and may be cited as the Omnibus **Transportation** Act of 1995.”

#### CROSS REFERENCES

Tuolumne County Traffic Authority, general provisions, findings, and definitions, see [Public Utilities Code § 150009](#).

#### LIBRARY REFERENCES

2008 Main Volume

[Counties](#)  61.

Westlaw Topic No. 104.

[C.J.S. Counties § 97](#).

#### RESEARCH REFERENCES

Encyclopedias

[Cal. Jur. 3d Public Transit § 13](#), Funding.

West's Ann. Cal. Gov. Code § 29535, CA GOVT § 29535

Current with urgency legislation through Ch. 9 of 2014 Reg.Sess. and all propositions on the 6/3/2014 ballot.

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END OF DOCUMENT





# MONO COUNTY DEPARTMENT OF PUBLIC WORKS

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## LTC Staff Report

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**DATE:** April 14, 2014

**FROM:** Jeff Walters, Acting Public Works Director

**SUBJECT:** Yosemite National Park – Tioga Road Spring Opening

### RECOMMENDATIONS:

Receive staff report on Yosemite National Park's Tioga Road Spring Opening. Provide any desired direction to staff.

### FISCAL IMPACTS:

None at this time.

### DISCUSSION:

On March 21, 2014, Mono County Public Works contacted Lou Summerfield, Branch Chief of Roads and Trails for Yosemite National Park (YNP), about Tioga Pass 2014 spring opening. Mr. Summerfield stated that unless significant snow falls in April and May the opening would be a repeat of last year where county staff was not required and the opening would take place no later than a few days prior to Memorial Day weekend.

Mono County has placed an item on the Board of Supervisors agenda for April 15 regarding assisting YNP with snow removal should it be requested.

Mono County Public Works is in frequent contact with Mr. Summerfield and will keep LTC and the Board of Supervisors updated as conditions warrant.



April 14, 2014

## STAFF REPORT

Subject: Operating Statistics January - March 2014

Initiated by: Jill Batchelder, Transit Analyst

### RECOMMENDATION

Receive information.

### ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 167,827 passenger trips in Mono County between January and March 2014. The passenger trips per hour were 22.66, which is relatively flat when compared to 22.55 from the previous fiscal year.

Eastern Sierra Transit received \$64,731.50 in passenger fares during the third quarter of FY 2013/14. The average passenger fare was \$0.39. When the fixed routes within the Town of Mammoth are excluded from the calculation the average fare per trip is \$9.92. The farebox ratio was 37.09%.

### Farebox Comparison January – March 2014 to January – March 2013

Route	Jan - Mar 2014	Jan - Mar 2013	% Change
Mammoth Express	19.33%	20.73%	-1.40%
Walker (total)	6.97%	7.70%	-0.73%
Benton to Bishop	16.59%	15.56%	1.03%
June Lake	94.17%	114.81%	-20.63%
Mammoth DAR	12.32%	12.04%	0.28%
Reno	20.02%	18.99%	1.03%
Lancaster	25.52%	23.35%	2.17%

Ridership compared to the previous fiscal year was down with the current year having 20,833 fewer riders. The majority of the ridership loss was in the MMSA routes where the ridership was down 24,015 passenger trips. A few other routes decreased including Mammoth Express, Trolley, Mammoth Dial-A-Ride and 395 Route South. While, several routes showed an increase in ridership including Benton to Bishop, Grey, Purple, June Lake Shuttle, and 395 North to Reno..

### Ridership Comparison January – March 2014 to January – March 2013

Route	Jan - Mar 2014	Jan - Mar 2013	Variance	% Change
Mammoth Express	711	803	-92	-11.46%
Walker (total)	538	538	0	0.00%
Benton to Bishop	208	160	48	30.00%
Gray	16,054	12,469	3,585	28.75%
Purple	32,132	29,877	2,255	7.55%
Trolley	43,871	47,467	-3,596	-7.58%
June Lake	1,644	304	1,340	440.79%
Mammoth DAR	1,199	1,562	-363	-23.24%
Reno	1,069	985	84	8.53%
Lancaster	1,159	1,238	-79	-6.38%
MMSA	69,242	93,257	-24,015	-25.75%

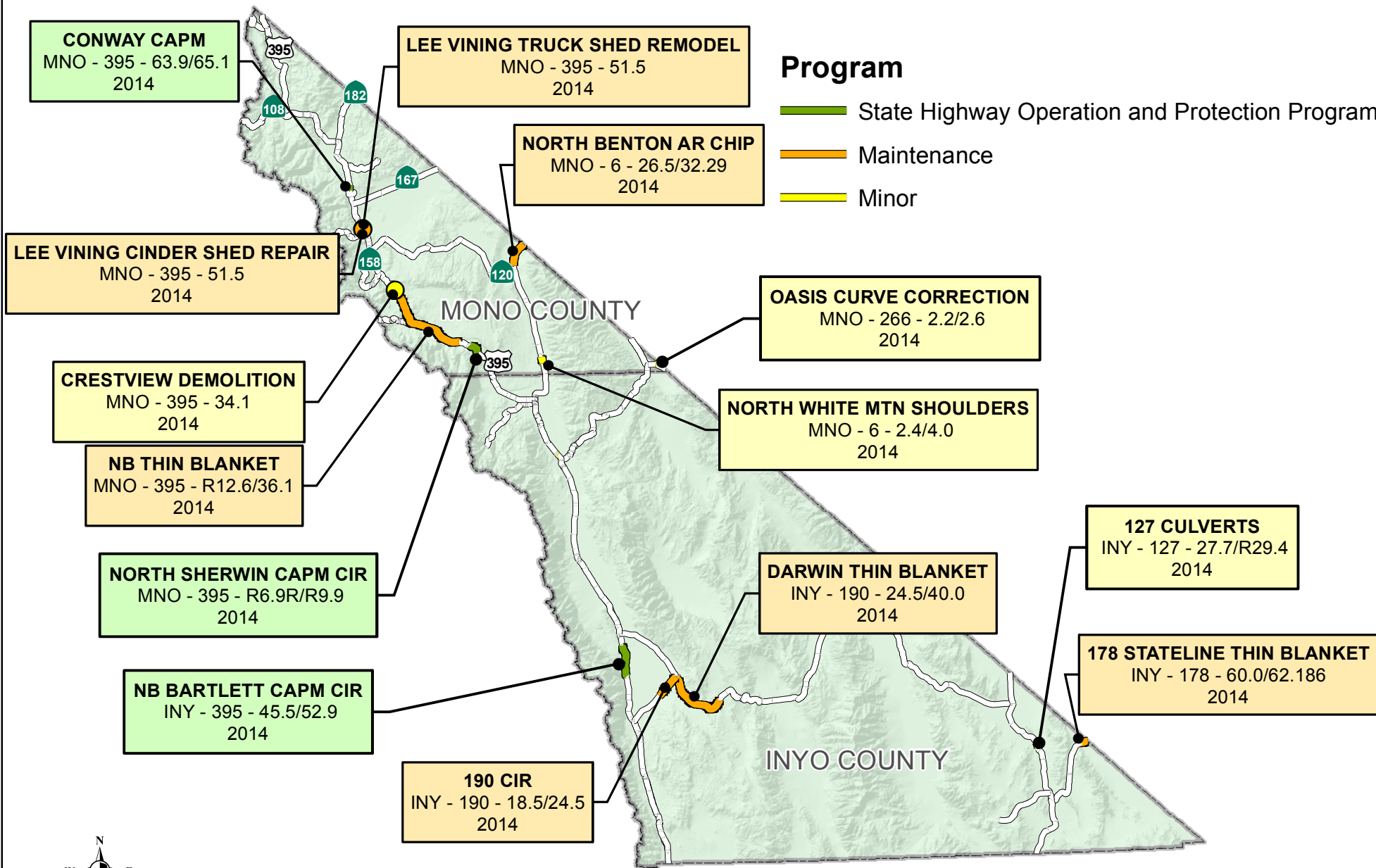
The efficiency standard use by Eastern Sierra Transit is passenger per hour. All Routes meet or exceeded the standards set by the Short Range Transit Plan, except the Walker area, Benton to Bishop, Grey route, Mammoth Dar and 395 Route North..

### Passenger per Hour Comparison October - December 2013 to October - December 2012

Route	Jan - Mar 2014	Jan - Mar 2013	% Change	S RTP Standard
Mammoth Express	3.75	4.18	-10.11%	2.5 – 3.5
Walker (total)	1.19	1.16	2.96%	2.5 – 3.5
Benton to Bishop	2.72	3.30	-17.49%	2.5 – 3.5
Gray	16.21	12.59	28.73%	18 - 20
Purple	32.55	30.18	7.86%	18 - 20
Trolley	31.85	34.21	-6.89%	18 - 20
June Lake	5.71	1.87	205.47%	2.5 – 3.5
Mammoth DAR	2.15	2.03	6.23%	3.0 – 5.0
Reno	1.69	1.57	7.81%	2.5 – 3.5
Lancaster	2.91	3.10	-6.18%	2.5 – 3.5
MMSA	47.42	39.97	18.64%	18 - 20

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV/SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI	FAREBOX
<b>MONO ROUTES</b>																		
<i>JAN-MAR, 2014</i>																		
Mammoth Express	\$4,161.50	541	91	35	4	19	21	711	263	189	8,641	8,338	5.85	.50	3.75	45.6	0.09	19.33%
Walker (total)	\$2,027.95	90	286	162	0	0	0	538	520	450	5,318	4,029	3.77	.50	1.19	11.8	0.13	6.97%
Benton to Bishop	\$1,035.10	83	100	1	0	0	24	208	85	76	2,351	2,350	4.98	.44	2.72	30.8	0.09	16.59%
Gray	\$0.00	11472	0	5	0	4577	0	16054	1007	990	17539	17286	.00	.00	16.21	17.7	0.93	
Purple	\$0.00	24,296	0	0	0	7,836	0	32,132	1,009	987	11,858	11,477	.00	.00	32.55	12.0	2.80	
Trolley	\$0.00	42,062	0	0	0	1,809	0	43,871	1,576	1,377	18,952	17,886	.00	.00	31.85	13.8	2.45	
June Lake	\$20,585.00	1,643	0	0	0	1	0	1,644	339	288	8,587	7,755	12.52	2.65	5.71	29.8	0.21	94.17%
Mammoth DAR	\$3,019.60	455	32	670	0	12	30	1,199	572	557	2,641	2,387	2.52	1.27	2.15	4.7	0.50	12.32%
Reno	\$18,541.85	732	150	113	10	55	9	1,069	737	633	27,799	26,945	17.35	.69	1.69	43.9	0.04	20.02%
Lancaster	\$15,360.50	826	142	111	6	24	50	1,159	482	398	18,751	18,408	13.25	.83	2.91	47.1	0.06	25.52%
MMSA	\$0.00	64,049	0	9	0	5,184	0	69,242	1,599	1,460	19,580	18,596	N/A	N/A	47.42	13.4	3.72	
Total	\$64,731.50	146,249	801	1,106	20	19,517	134	167,827	8,189	7,407	142,017	135,457	.39	.48	22.66	19.2	1.24	37.09%
<i>JAN-MAR, 2013</i>																		
Mammoth Express	\$4,530.00	621	61	24	0	27	70	803	270	192	8,935	8,483	5.64	.53	4.18	46.5	0.09	20.73%
Walker (total)	\$2,305.80	32	343	140	0	0	23	538	526	464	5,275	4,187	4.29	.55	1.16	11.4	0.13	7.70%
Benton to Bishop	\$616.00	57	51	0	0	1	51	160	74	49	2,328	2,328	3.85	.26	3.30	48.0	0.07	15.56%
Gray	\$0.00	7,340	0	0	0	5,129	0	12,469	1,009	990	17,335	17,036	.00	.00	12.59	17.5	0.73	
Purple	\$0.00	22,213	0	0	0	7,664	0	29,877	1,009	990	11,750	11,422	.00	.00	30.18	11.9	2.62	
Trolley	\$0.00	44,009	0	5	0	3,453	0	47,467	1,585	1,387	18,899	17,902	.00	.00	34.21	13.6	2.65	
June Lake	\$14,175.00	279	0	0	0	25	0	304	208	163	5,340	4,170	46.63	3.40	1.87	32.8	0.07	114.81%
Mammoth DAR	\$4,084.80	691	46	677	0	88	60	1,562	803	771	3,991	3,753	2.62	1.09	2.03	5.2	0.42	12.04%
Reno	\$17,469.70	641	191	122	2	14	15	985	726	628	27,308	26,533	17.74	.66	1.57	43.5	0.04	18.99%
Lancaster	\$14,084.75	906	144	107	14	27	40	1,238	486	399	18,860	18,258	11.38	.77	3.10	47.2	0.07	23.35%
MMSA	\$0.00	84,682	0	18	0	8,557	0	93,257	2,474	2,333	62,736	31,264	N/A	N/A	39.97	26.9	2.98	
Total	\$57,266.05	161,471	836	1,093	16	24,985	259	188,660	9,170	8,366	182,757	145,336	.30	.39	22.55	21.8	1.30	31.42%

# District 9 2014 Construction

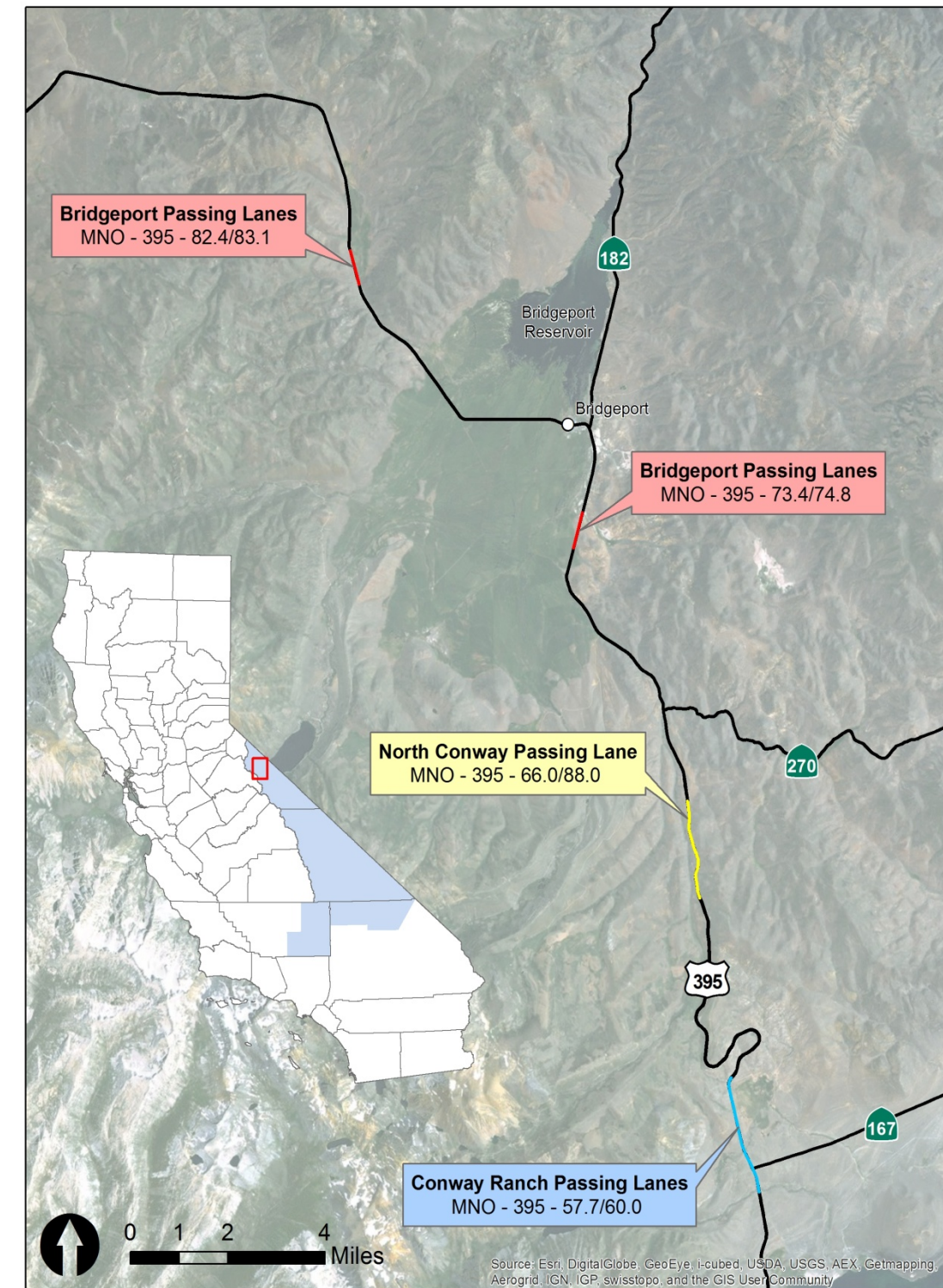


Date: 4/2/2014

CAPM - Capital Preventive Maintenance  
 CIR - Cold In-place Recycle  
 AR CHIP - Asphalt Rubber Chip Seal

Mono County MOU Project Concepts

Candidate Project	Original PSR Cost Estimate	Updated (2013) Cost Estimate**	Traffic Collision Summary (2002-2012)	Primary Maintenance Issues	Project Outcomes
Conway Ranch Passing Lanes	1997 \$4,984,000	\$9,775,000	<b>Total Accidents:</b> 45 (fatal 1; injury 16) <b>Primary Type of Collision:</b> Overturned vehicle (particularly tractor trucks and trailers) <b>Primary Collision Factor:</b> High winds	<ul style="list-style-type: none"> <li>Blown over large vehicles/trucks</li> <li>High winds</li> <li>Recovering overturned vehicles and managing incident related traffic</li> </ul>	Provides an additional 2.3 miles of 4-lane passing opportunity and closes the gap between the intersection of SR 167 and the bottom of Conway Grade. Also corrects a vertical curve and improves horizontal curve at the bottom of Conway Grade.
North Conway Passing Lane*	2002 \$14,250,000	\$22,643,000	<b>Total Accidents:</b> 23 (fatal 1; injury 8) <b>Primary Type of Collision:</b> Hit Object (only one involved a rock, most were run off the road) <b>Primary Collision Factor:</b> Other violation and speeding	<ul style="list-style-type: none"> <li>Narrow and difficult to work in for crews</li> <li>Compounding issues with work space when dealing with rock fall and snow removal</li> </ul>	Provides an additional 2 miles of southbound passing opportunity, allowing uphill passing of slow moving vehicles between 4-lane passing sections. Also provides standard shoulders and rock catchment area.
Bridgeport Passing Lanes	2009 \$10,352,000	\$12,251,000	<b>Total Accidents:</b> 19 (fatal 0; injury 3) <b>Primary Type of Collision:</b> Hit object (run off the road or animal) <b>Primary Collision Factor:</b> Improper turn	<ul style="list-style-type: none"> <li>No specific issues</li> </ul>	Provides a 1.4 mile stretch of northbound passing for traffic south of Bridgeport and a 0.7 mile stretch of southbound passing for traffic north of Bridgeport. Establishes passing lanes within an 18 mile segment of US 395 with no such current facilities.



\*The original Project Study Report evaluated shoulder widening options, including one alternative that provided an uphill passing lane.

\*\*Cost escalation estimates are based on Producer Price Index (PPI) statistics established by the US Department of Labor. By weighting Construction Labor PPI, Construction Material PPI, and Fuels PPI, we have established a PPI composite calculation that reveals an annual compounded price increase rate of 4.3%. At this planning level of estimation, a 20% +/- margin should be given.

**Subject:** Caltrans Director Malcolm Dougherty's Video on Caltrans' Updated Mission and Vision Goals

Dear Regional Transportation Partners:

At Caltrans, we consider effective partnerships among state, regional and local agencies vital for the preservation and improvement of California's transportation system. We constantly strive to be a good partner with efficient business solutions. As part of that ongoing effort, Caltrans has recently expanded our mission and vision statements to better reflect those activities. We'd like to share a recent staff video in which Director Malcolm Dougherty talks about those updates and explains that Caltrans exists to "provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."

<http://www.youtube.com/watch?v=FaYnJQm14eY&list=PLCA823EA9A1199AA0&index=12>

We look forward to continuing our productive partnership in delivering transportation projects.

Garth Hopkins  
Chief, Office of Regional Planning  
HQ Division of Transportation Planning  
California Department of Transportation  
(916) 654-8175

## Mono County Local Transportation Commission

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Bridgeport, CA 93517  
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### LTC Staff Report

**DATE:** April 7, 2014

**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:**



<b>PROJECT</b>	<b>Design Features</b>	<b>STATUS</b>
<b>Mammoth Lakes Trail System Wayfinding &amp; Signage Phase 4</b> Local Measure R Funds	Multiuse Path Signage Interpretive Panes	This portion of the project is funded from Measure R funds. Design and messaging work of eight additional interpretive panels to be installed along the path that was completed in 2012. The Recreation Commission authorized construction of seven of these panels at the August 6, 2013, meeting. Construction is anticipated to be completed in spring/summer 2014. <i>The signs have been purchased and will be owner furnished to the construction contractor.</i>
<i>Safe Routes 2 School</i>  <b>Sierra Nevada Road Sidewalk Project</b>  <i>State Funds</i> <i>Local Funds Measure U</i>	<ul style="list-style-type: none"> <li>• <i>Sierra Nevada Road from Laurel Mountain to Chaparral Road</i></li> <li>• <i>Sidewalks</i></li> <li>• <i>Bike lanes</i></li> <li>• <i>Safety signage</i></li> </ul>	Preliminary Engineering and Environmental is complete. Final PS&E is complete, fall 2012. Construction contract awarded July 2013.  The project is complete and the closeout process under way is expected to be completed by January 2014. <i>Project is complete.</i>
<i>Safe Routes 2 School</i>  <b>Middle School Elementary School Connector Path</b>  <i>State Funds</i> <i>Local Funds</i>	<ul style="list-style-type: none"> <li>• <i>Multiuse Path ADA accessible</i></li> <li>• <i>Sidewalk Connection</i></li> </ul>	Preliminary Engineering and Environmental consultant selection is in process. Final PS&E is expected to be completed summer 2014 and construction fall 2014 or summer 2015. <i>Staff is working with the School District on its driveway improvements and this project will be delayed until summer 2015.</i>

<b>PROJECT</b>	<b>Design Features</b>	<b>STATUS</b>
<b>Lower Canyon Boulevard Rehab</b>  STIP Funds Federalized Funding	<ul style="list-style-type: none"> <li>• Rehab two 11 foot lanes</li> <li>• 6-foot bike lanes</li> <li>• 7-foot sidewalk</li> <li>• Intersection safety lighting</li> <li>• Drainage</li> </ul>	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 20012/13 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. CTC adopted the 2012 STIP. A NEPA document has been completed, CTC authorized PS&E fund December 2012, Constructions funds were approved at the June 2013 CTC meeting. <i>We have received authorization to advertise for bids and will begin November 14, 2013. Construction will begin April 2014 and is expected to be completed by November 2014.</i>
<b>Library College Connector Path</b>  BTA State Funds EEM Federal Funds Local Funds Measure R	<ul style="list-style-type: none"> <li>• Class 1 Bike Path</li> </ul>	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 underway. 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>Construction Complete final closeout in process. Project Complete.</i>
<i>BTA Grant</i>  <b>Meadow Creek Mammoth Creek Park Connector Path</b> <i>State and Local Measure R</i>	<ul style="list-style-type: none"> <li>• 10 foot wide Class 1 Bike Path</li> <li>• Class 2 Bike Lanes</li> </ul>	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 complete and final closeout is in process. <i>Project Complete.</i>

<b><u>PROJECT</u></b>	<b><u>Design Features</u></b>	<b><u>STATUS</u></b>
<p><b>Waterford Gap</b></p> <p><i>BTA and Measure R Funds</i></p>	<p><i>Class 1 Bike Path (includes emergency access)</i></p>	<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 Spring 2014 with construction expected to be completed by November 2014.</i></p>
<p><i>STIP TE Funds</i></p> <p><b>Minaret Road Gap Closure Project</b></p> <p><i>State and Federal Funds</i></p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path and tunnel under Minaret Road at Mammoth Creek.</p> <p>Staff has 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. <i>Environmental and preliminary engineering is underway and is expected to be completed 2013-2014. Construction is not funded due to the elimination of the TE program. Funding may be available through the TAP. Staff is preparing an application for construction funding on this project.</i></p>
<p><i>STIP Funds</i></p> <p><b>Meridian Roundabout and Signal Relocation</b></p> <p><i>State Funds</i></p>	<p><i>Round a Bout Class 1 Bike Lanes</i></p>	<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 has requested the PE funds that are anticipated to be approved at the next CTC meeting. Construction is programed for 2018.</i></p>

<b><u>Project</u></b>	<b><u>Design Features</u></b>	<b><u>Status</u></b>
<p><b>Lake George Connector Path</b></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 Pokanobi Lodge to the Lake George Road. This project also includes the purchase on a new Trolley and additional bike trailers. Final grant agreements are being developed. The environmental and PS&amp;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. The USFS is working on the environmental studies.</p>
<p><b>Transit Yard Parking Improvements</b></p> <p><i>PTMISEA Funds</i></p>	<p>Paved parking lot, security fence, lighting for buses</p>	<p>The project was awarded September 2013 and is expected to be complete November 2013. Project is complete, final closeout in process. <i>Project Complete.</i></p>
<p><b>Meridian Boulevard Safe Routes To School Project</b></p> <p><i>Federal Funds</i></p>	<p>Sidewalk on the north side of Meridian Boulevard between Sierra Park Road and Apache Street. Bike Lanes</p>	<p>Preliminary Engineering and Environmental Engineering are underway.  <i>PS&amp;E is complete. Project is expected to be authorized to advertise in spring 2014.</i>  <i>Construction is expected to completed summer 2014.</i></p>

### **Mammoth Yemenite Airport**

<b><u>Project</u></b>	<b><u>Design Features</u></b>	<b><u>Status</u></b>
<i>Wildlife Hazard Assessment</i> <i>FAA and PFC Funds</i>	<i>Prepare wild life hazard assessment for airport and five mile radius.</i>	<i>Wildlife study under way is expected to be completed fall 2014.</i>
<i>Pavement Management System</i> <i>FAA and PFC Funds</i>	<i>Prepare pavement management system for the runway, taxiways, and tarmacs.</i>	<i>Initial pavement load testing was completed in October 2013. Report and management program is being prepared. Expected completion spring 2014.</i>

# Mono County Local Transportation Commission

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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:** April 14, 2014

**FROM:** Garrett Higerd, Assistant Public Works Director

**SUBJECT:** Update on Mono County LTC Projects

**RECOMMENDATIONS:** Receive quarterly update from Mono County regarding current status of LTC projects.

**FISCAL IMPLICATIONS:** n/a

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

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

**DISCUSSION:** Status of current projects is as follows:

<b>STIP PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
Bridgeport Local Streets Rehab (STIP)	Rehabilitation of local streets in the community of Bridgeport.	99% complete and in winter suspension to allow for completion of a minor change order next spring.
June Lake Streets Rehab (STIP)	Rehabilitation of the local streets in the community of June Lake.	Engineering is in process and a request for construction funds has been submitted. Construction start is expected in late summer or early fall 2014.
Chalfant Streets Rehab (STIP)	Rehabilitation of the local streets in the community of Chalfant.	Plans are completed, construction funding (\$1,419k) has been allocated, and the project is out to bid. Construction start is expected between mid-May and early July.
Topaz Lane Bridge Repair	Rehabilitation of scour protection around bridge abutments and other repairs.	Preliminary engineering work is complete and the environmental phase is being started.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1,273,000) is programmed for construction in FY 2018/19.
Convict Lake Road Rehab (11.47% STIP Match & FLAP)	Rehabilitation of 2.75 miles of Convict Lake Road and addition of a 4-foot wide bicycle climbing lane from Highway 395 to the trailhead on the east side of the lake. Replacement of retaining walls.	The total cost of this project is estimated at \$5,688,000. The 11.47% local match for this project is programmed in two payments. The first payment of \$79,000 is due in by the end of 2014 and the second payment of \$584,000 is due by August 1, 2015.
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1,150,000) is programmed for construction in FY 2017/18.

<b>OTHER COUNTY PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
Rock Creek Road Rehab (Forest Highway Project)	Rehabilitation of 9.2 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane (8 miles in Mono County and 1.2 miles in Inyo County) from Highway 395 to the Hilton Lakes Trailhead.	Construction is underway and will continue into October. After a winter shut down, the project will start back up when weather allows in spring 2015 with completion in 2015.

<b>POTENTIAL ATP PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
Safe Routes to School ATP Project	<p>Proposed Features for Bridgeport:</p> <ul style="list-style-type: none"> <li>• Upgrade/complete sidewalk sections, Curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system at School Street, Add pedestrian-scale, decorative street lights, Wayfinding, Benches, Banner system</li> </ul> <p>Proposed Features for Lee Vining:</p> <ul style="list-style-type: none"> <li>• Removable curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system and safe harbor at First Street, Add pedestrian-scale, decorative street lights,</li> </ul>	A project study report and ATP grant application is being prepared.
June Lake Down Canyon Trail Project	<p>June Lake Down Canyon trail, could be segmented into:</p> <ul style="list-style-type: none"> <li>• Gull Lake to June Mountain through campground</li> <li>• Lower part of Yost Lake trail through Double Eagle Resort to campground</li> </ul>	A project study report and ATP grant application is being prepared.



<b>POTENTIAL ATP PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
Safe Routes to School ATP Project	Proposed Features for Chalfant: <ul style="list-style-type: none"> <li>• Add pedestrian activated crossing light system at Highway 6</li> </ul> Proposed Features for Crowley Lake: <ul style="list-style-type: none"> <li>• Add crosswalks on South Landing Road.</li> </ul>	
Owens Gorge Road Bike Lane	Construct new class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road.	

### Mono County Projects

Project Name	Proj. Mgr.	Phase	County	Route	PM	Program	Construction Cost (\$ in millions, escalated)	Comments/Status
North Sherwin CAPM	McElwain	<b>Construction</b>	MNO	395	6.9/10.3	SHOPP	\$3.5	Programmed in the 2012 SHOPP. Cold in-place recycle pavement strategy. Construction 2014.
Crestview Maintenance Demo	McElwain	<b>Construction</b>	MNO	395	34.1	Minor	\$1.0	Demolish truck shed and construct minor grading and paving.
Conway CAPM	Zemitis	<b>Construction</b>	MNO	395	63.9/65.1	SHOPP	\$2.0	Cold in-place recycle pavement strategy. Construction 2014.
Oasis Curve Correction	McElwain	<b>Construction</b>	MNO	266	2.5	SHOPP	\$1.4	Realign 1/2 mile of highway to improve curve radius. Environmental work Complete. Construction summer 2014.
North White Mountain Shoulders	McElwain	<b>Construction</b>	MNO	6	2.4 / 4.0	Minor	\$1.0	Widen shoulders to 8 feet.
Lee Vining Rockfall	Zemitis	<b>Design</b>	MNO	395	52.1/53.7	SHOPP	\$6.0	Final Environmental Document complete July 2013; construction in 2015. <b>Mono Basin RPAC presentation planned for May 14, 2014. Revegetation test plots minor project underway.</b>
Poleline Right Turn Pocket	McElwain	Design	MNO	395	58.2	Minor	\$0.3	Construct a right turn pocket on US 395 at the junction with SR 167.
Bridgeport Culverts	Zemitis	<b>Design</b>	MNO	395	77.0/87.0	SHOPP	\$1.5	Replace or repair 40 (or so) culverts north and south of Bridgeport. Construction in 2016.
Inyo/Mono Bridge Transition Rail	Zemitis	<b>Design</b>	INY/MNO	var	Various	SHOPP	\$3.7	Upgrade barrier approach rail. Environmental complete <b>Jan 2015</b> , construction <b>2017</b> .
Sheep Ranch Shoulders	Zemitis	Environmental Studies	MNO	395	80.5/84.3	SHOPP	\$4.4	Add 8 foot shoulders and treat 4 rockfall locations. Environmental work underway with construction expected in 2016.
Aspen-Fales Shoulder Widening	McElwain	Environmental Studies	MNO	395	88.4/91.6	SHOPP	\$5.9	Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. Construction 2018.
Little Walker Shoulders	Zemitis	<b>Environmental Studies</b>	MNO	395	93.4/95.7	SHOPP	\$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. <b>Environmental Studies will start summer 2014.</b>
Olancha/Cartago Four-Lane	Zemitis	Environmental Studies	INY	395	29.2/41.8	RIP, IIP	\$92.9 to \$128.4	Last 4-lane project in Inyo County. In June 2007, funded through design (incl. R/W capital); On June 29, 2011, District 9 Director Tom Hallenbeck chose the preferred alternative, a combination of Alternative 3 in the north and Alternative 4 in the south. Final Environmental Document expected in 2014, construction begins in <b>2018. Construction funding programmed in the 2014 STIP.</b>
<b>North Sherwin Shoulders</b>	<b>McElwain</b>	<b>Feasibility Study</b>	<b>MNO</b>	<b>395</b>	<b>6.8/9.9</b>	<b>SHOPP</b>	<b>\$10.0</b>	<b>Widen shoulders to 8 feet.</b>
Green Lakes CAPM	Zemitis	Feasibility Study	MNO	395	69.8/76.0	SHOPP	\$4.0	Rehabilitate pavement.

MAR 17 2014



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Central Federal Lands Highway Division**

March 10, 2014

MONO COUNTY  
Community Development  
12300 West Dakota Avenue  
Suite 380A  
Lakewood, CO 80228-2583  
Office: 720-963-3394  
Fax: 720-963-3596  
Wendy.Longley@dot.gov

In Reply Refer To:  
HFPM-16

Mono County Planning Department  
P.O. Box 347  
Mammoth Lakes, CA 93546

To Whom It May Concern:

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with Mono County and Inyo National Forest, is seeking comments on proposed improvements to Convict Lake Road, also designated as County Road 2018 and Forest Highway 199. The project consists of rehabilitation, restoration and resurfacing of approximately 2.75 miles of Convict Lake Road in Inyo National Forest within Mono County. Convict Lake Road begins at the intersection of US Highway 395 and proceeds southward to a turnaround at Convict Lake. A project area map has been included for your reference. Your comments on the proposal will help us to identify issues and concerns related to the project.

The project route provides access to Inyo National Forest system lands including campgrounds and resort services. The route is a two-lane paved roadway with paved widths varying from 22 to 24 feet and variable width unpaved shoulders. The proposed improvements will follow the existing road and will consist of widening the paved section to add a Class III bike lane, pulverizing and paving, extension/replacement of existing culverts, replacing guardrails, repair/replacement of retaining walls and sidewalks/bridge walkways, and upgrading regulatory/warning signs to meet current standards. The rehabilitation efforts will prevent further deterioration of the pavement surface and will be constructed for a 20 year design life.

The FHWA is inviting individuals, Federal, State, tribal governments, and local agencies, as well as others interested in, or potentially affected by the proposal, to comment. I invite you to describe issues or concerns that should be addressed in the environmental analysis.

Written comments or questions should be submitted to the FHWA Central Federal Lands Highway Division, Attention: Wendy Longley, 12300 W. Dakota Ave., Suite 280, Lakewood, CO 80228 or sent via email to [wendy.longley@dot.gov](mailto:wendy.longley@dot.gov). Also, I can be reached at 720-963-3394.

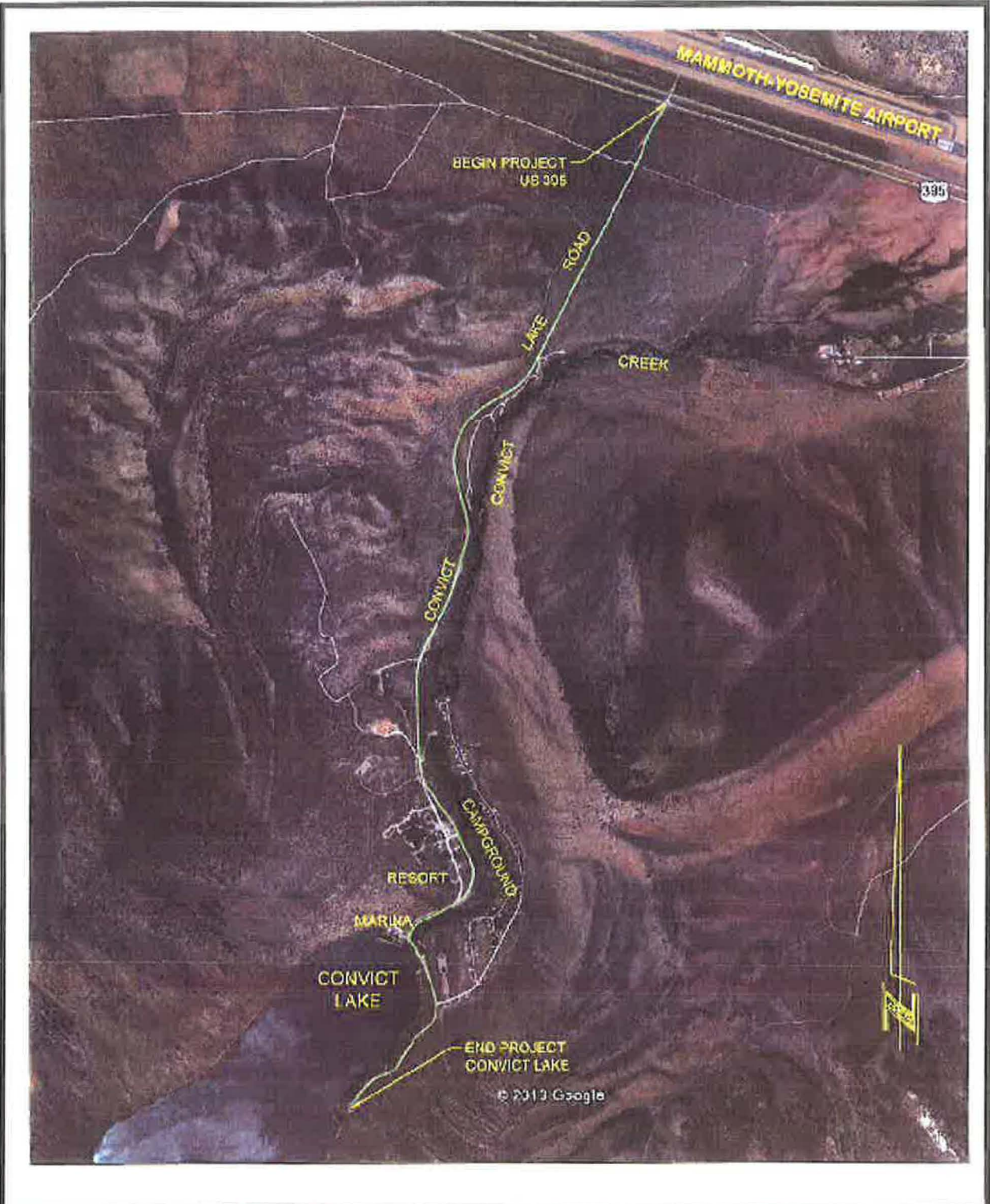
Thank you for your cooperation and assistance.

Sincerely,



Wendy Longley, PE  
Project Manager

Enclosure: Project Area Map



 <p> <small>500 E. JOLLIFF PARKWAY        CARSON CITY, NEVADA 89401        ☎ (775) 883-0277 FAX (775) 883-7777</small> </p>	<p align="center"> <b>MONO COUNTY PUBLIC WORKS DEPARTMENT</b>  <b>CONVICT LAKE ROAD</b>  <b>VICINITY SKETCH</b> </p> <p> <small>MONO COUNTY CALIFORNIA</small> </p>	<p> <small>Date: APRIL 26, 2013        Scale: 1" = 1,600'        Job No: 8379 000        FIGURE 2</small> </p>
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**Caltrans promotes Becket to Office Chief of Local Assistance**

Please join me in congratulating Forest Becket as the new Office Chief of Local Assistance for Caltrans District 9. Forest holds a Bachelor of Science in Natural Resources Planning and Interpretation from Humboldt State University as well as a Certificate in Project Management from California State University Sacramento.

Forest has worked for Caltrans since 2001, and has held assignments in Community and Regional Planning, where he has built important relationships with our Regional Transportation partners. In 2011, Forest held acting assignments in Local Assistance and Design Branch J. Forest believes in maintaining good working relationships with all of our partner agencies and constituents, and ensuring they receive quality service that adds real value to the transportation system.

Forest will assume his duties in Local Assistance effective April 21. I also would like to take this opportunity to thank Dennee Alcalá as the Acting Office Chief of Local Assistance in District 9 during this time of transition.

Ryan Dermody  
Deputy District Director  
Planning, Modal Programs, and Local Assistance  
Caltrans District 9  
760.872.0691

March 13, 2014

**Yosemite National Park Announces the Release of the Tuolumne Wild and Scenic River Final Comprehensive Management Plan and Environmental Impact Statement (EIS)**

Yosemite National Park announces the release of the Final Tuolumne Wild and Scenic River Comprehensive Plan and Environmental Impact Statement (EIS). The plan is the result of using the best available science, resource stewardship, and public input to create a robust vision for the Tuolumne River Corridor for the next 15-20 years. The Tuolumne River flows through the northern portion of Yosemite National Park and is one of the two federally designated Wild and Scenic rivers within Yosemite.

"The final plan is a major achievement to ensure the long-term health of Yosemite's high country and provides a road map to preserve the area's fragile resources and accommodate quality visitor experiences," stated Don Neubacher, Yosemite Superintendent.

The final preferred alternative (Alternative 4: Improving the Traditional Tuolumne Experience) identifies a set of management actions that will work together to protect river values while accommodating existing amounts of day and overnight use and providing improved opportunities for day visitors at Tuolumne Meadows. This selected alternative responds to a range of public concerns by balancing desires to retain a traditional Tuolumne experience with desires to reduce development and make visitor use more sustainable. It also addresses the need to provide a meaningful introduction to the Tuolumne River for the growing number of short-term visitors.

The major focus of the plan is to restore the health of Tuolumne Meadows. Under the plan, the National Park Service (NPS) will implement a series of restoration actions to improve the meadow and riparian ecosystems along the river. These restoration projects will include restoring natural water flows into the meadows, replanting native vegetation, and removing informal social trails that are damaging resources.

"The restoration of the Tuolumne Meadows area and other critical resource protection actions are major cornerstones to the Tuolumne River Plan. Public input over the course of the planning process has been invaluable in shaping this key document that creates the future of Tuolumne Meadows. Throughout the process, the public has demonstrated their passionate connection to this phenomenal area," stated Mike Yochim, Project Manager for the Tuolumne River Plan.

An equally important part of the plan is to improve the visitor's experience in Tuolumne Meadows. Future visitors to Tuolumne Meadows will experience reduced congestion on trails and roadways, enjoy views of the meadows unobstructed by parked cars, camp at an improved campground, and see more clearly delineated parking areas and trailheads. Opportunities for day visitors to connect with the river will be improved by providing a new visitor contact station, picnic area, and trail connection to the river and to Parsons Memorial Lodge. Existing opportunities for traditional overnight use will be retained.

Public involvement was the cornerstone of the Tuolumne River planning process. Since the public involvement process began in 2005, the park has conducted over 120 public meetings. Many of the changes between the draft and final plan were the direct result of concerns raised during public meetings, agency and tribal consultation, and in public comments.

Specific Highlights of the Tuolumne River Plan include:

**Protecting the Tuolumne River's Health and Other Resources:**



- Restoring 171 acres of meadow and riparian habitat and 2 acres of upland habitat
- Directing river access to resilient areas and restoring native riparian vegetation
- Removing or mitigating the effects of trails and roads through meadows by re-routing trails, repairing culverts to improve hydrologic connectivity, and fencing restoration areas
- Removing roadside parking and replacing it with designated parking lots in more durable upland areas nearby
- Consolidating NPS and concessioner stables to minimize the development footprint
- Upgrading the wastewater treatment plant to tertiary treatment
- Implementing water conservation measures in Tuolumne Meadows, including upgrading water distribution lines and fixtures to be more efficient, installing water meters, and limiting water withdrawals from the river to 10% of low flows
- Relocating all development from within 100 feet of the river, including 21 campsites at the Tuolumne Meadows Campground
- Reducing the impacts of the Glen Aulin High Sierra Camp by reducing packstock resupply trips, limiting water consumption and associated wastewater production, and replacing flush toilets with composting toilets
- Reducing pack stock use and associated impacts on trails in the river corridor by discontinuing commercial day rides
- Designating stock campsites in Lyell Canyon and limiting stock access to times when meadows are "range-ready" based on snowfall and rain patterns

### **Preserving and Enhancing Recreational Opportunities**

- The Tuolumne Meadows Campground will be reconfigured while remaining at its current capacity of 329 sites and 7 group sites. Primary improvements will include upgrading and adding restrooms, repairing the campground roads, delineating camping spots to reduce resource damage, relocating the entrance road and kiosk out of the floodplain, and relocating campsites away from the river
- The Tuolumne Lodge will remain at its current capacity with some facilities relocated away from the river and a new shower house provided for guests and members of the public
- A new visitor contact station and trailhead parking lot will be built in a central location on the south side of Tioga Road to replace the existing visitor center in Tuolumne Meadows. The new facility will offer easy access to the Parsons Memorial Lodge trail across the meadows. A new trail will be provided along Tioga Road to connect the visitor contact station with the campground, store and grill
- The existing visitor center will be converted to administrative uses and trailhead parking for Cathedral Lakes, with a connecting trail constructed
- The Glen Aulin High Sierra Camp will continue its operation at a slightly reduced capacity
- Private whitewater boating will be allowed on a trial basis through the Grand Canyon of the Tuolumne, from Pothole Dome to Pate Valley, within the current wilderness permit quota system
- Picnic areas will be improved and expanded at Lembert Dome and at the store and grill

### **Managing Visitor Use to Ensure High Quality Visitor Experience**

- Visitation levels will be limited to those seen over the past several years with a maximum of 4,727 visitors to the Tuolumne River corridor. Day-use capacity will be managed by controlling parking supply and public transit use and through ongoing monitoring. Overnight-use capacity will be managed through wilderness permits, reservation systems for lodging and camping, and associated parking supply
- To improve scenic vistas, reduce congestion, and address safety hazards, roadside parking along

Tioga Road will be removed. Parking will instead be directed to designated parking lots in less visible and less sensitive upland areas nearby with a limited number of scenic viewing pullouts retained. The total amount of parking will increase slightly

- Commercial day rides will be discontinued from Tuolumne Meadows, significantly reducing the conflicts between hikers and stock users on trails

A draft EIS with four management alternatives was released for public comment from January 8, 2013 through March 18, 2013, and the park received over 1,200 comments.

The Tuolumne River was designated a Wild and Scenic River by the U. S. Congress in 1984 to preserve its free flowing condition, water quality, and outstandingly remarkable values. Under the Wild and Scenic Rivers Act, Yosemite National Park is required to develop a management plan to protect and enhance the 54 miles of the Tuolumne River that are within the park boundaries.

For a copy of the complete three-volume Plan and EIS (approximately 1,300 pages), please visit the park's website at [www.nps.gov/yose/parkmgmt/trp.htm](http://www.nps.gov/yose/parkmgmt/trp.htm) or [http://parkplanning.nps.gov/trp\\_feis](http://parkplanning.nps.gov/trp_feis).

After a 30-day no-action period, the plan will be finalized and a Record of Decision will be prepared and signed.