

# Mono County Local Transportation Commission

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## MINUTES

November 14, 2016  
(Adopted February 13, 2017)

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

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

**COUNTY STAFF:** Scott Burns, Garrett Higerd, Megan Mahaffey, CD Ritter

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Ryan Dermody, Mark Heckman

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**1. CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Shields Richardson called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, Attendees recited pledge of allegiance to the flag.

**2. PUBLIC COMMENT:** Haislip Hayes introduced the Town's "Walk, Bike, Ride" action plan, announcing meetings Dec. 5 and Dec. 8.

### 3. MINUTES

**MOTION:** Adopt minutes of June 13, 2016. (Johnston/Stump. Ayes: 4. Abstain due to absence: Holler.)

**MOTION:** Continue minutes of Oct. 3, 2016, to Dec. 12, 2016. (Ayes: 5-0. Absent: Fesko.)

**1. COMMISSIONER REPORTS:** **Stump:** Mentioned Mono County Honors Veterans sign, noting people honor vets, such as well-attended Mammoth ceremony. **Wentworth:** Posed election questions about infrastructure investment. Assumed interesting development on federal level, encouraged vigilance. Will visit DC over Thanksgiving. **Johnston:** Commended Caltrans on deer warning signs, Sonora Pass opened early, not Tioga despite very little snow. Town upgraded original schools bike path. **Richardson:** None.

### 2. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** Scott Burns had no report on ESTA. Stump noted shelter removed from McDonald's, will go to Vons. Helm arrived: Will meet with June Lake CAC (Citizens Advisory Committee), report results. Trolley will replace Gray Line, with evening service to Juniper Springs.

**B. Yosemite Area Regional Transportation System (YARTS):** Pursuing electronic ticket sales with immediate response. Sacramento Dec. 8 for funding outreach. Funding from 5311 is being reduced. Hotel-focus marketing. Supervisor-elect Bob Gardner named new YARTS representative.

Wentworth suggested integrating with Town's Walk, Bike, Ride program.

### 3. CALTRANS

A. **Deer migration:** Ryan Dermody indicated [mobile] deer signs usually are removed mid-November, but will check with Tim Taylor of CDFW (California Department of Fish & Wildlife). Caltrans has been tracking sign effectiveness. Johnston indicated signs placed in shoulder force cyclists to ride in traffic lane. Dermody acknowledged, and also noted CPT (Collaborative Planning Team) subcommittee will look at funding.

B. **Activities in Mono County & pertinent statewide information:** Mark Heckman, who replaced Dennee Alcalá, is now transportation planning branch manager. Freeman Gulch segment one was approved by CTC (California Transportation Commission), construction to begin May 2017. Get projects on shelf in case future funding falls out of sky. Olancho/Cartago environmental document out in May. Had draft, responding to comments.

### 4. LOCAL TRANSPORTATION

A. **RSTP** (Regional Surface Transportation Program): Megan Mahaffey noted projects ineligible. Listed four projects on staff report: Town's Berner Street lighting & Main Street pedestrian improvement, June Lake's N. Shore Drive preventive maintenance & Trails Project Initiation.

How far with \$129,294? Mahaffey cited gap funding. Indirect costs not eligible, no overhead.

Why not use PPM (Planning, Programming & Monitoring) funds? Mahaffey noted PPM is set up by priorities.

Projects need updating? Hayes cited Berner, Forest Trail, and Minaret Road need street lighting.

Johnston recalled Meridian Boulevard was patched a few years ago, effective. Given state of STIP, Airport Road project is many years out. Patching big cracks a potential project?

Higerd stated it would be eligible use, but scheduled for 2020-21. Town's building new terminal building, heavy construction would negatively impact road. Maybe another airport band-aid, but reconstruct. Wants to support Town, not leave something incomplete for later. North Shore Drive needs preventive maintenance.

Johnston complained Airport Road is not being fixed. Wentworth cited limited funding, community angst about Berner – get it done/complete. Look at roundabout. Stump wanted airport on list, with some cracks worse than others.

Mahaffey indicated pavement management system will come to LTC annually. Prevent future maintenance costs.

**MOTION:** Authorize recommended action on Mammoth's Berner Street lighting and Main Street pedestrian improvement and June Lake's N. Shore Drive preventive maintenance and Trails Project Initiation + Airport Road. (*Stump/Wentworth. Ayes: 5-0. Absent: Fesko.*)

B. **Pavement management system:** Garrett Higerd presented PowerPoint on Mono County road system. How to collect and analyze data with PASER (Pavement Surface Evaluation and Rating) system. Mono has 684 mi of roads, 186 mi paved. PMS targets paved roads. In perfect condition, worth \$250 million. Need to invest \$60 million to get to that level. Windfall in 2015 was Rock Creek, Convict, June Lake Streets, in 2014, Chalfant. Crack seal cold mix investment very low. Roads break down from climate conditions and blazing sun, and asphalt condition decays over time. Oils evaporate as pavement ages. Restore oils on surface to prevent water from getting into asphalt.

Collect data every two years, see how roads hold up. PASER rates 1-10 scale. Windshield survey of cracks. Have used Street Saver system in past. Environmental and energy skyrocket when condition is poor. Actions include slurry and microsurfacing, chip seals/overlay. Caltrans excels at this. Surface rough for cyclists, but chip seal resists reflective cracking.

Grind/pave: Most Mono roads don't have engineered base coat under asphalt. Recycling asphalt in place reduces cost. Full-depth restoration is needed when base has failed.

Snow removal priority: No traffic data for all Mono roads, but low. Classifications 1-5: bus routes, schools first.

Federal classifications vary. Rural major collectors eligible for federal funding. Comply with NEPA. If non-federal, NEPA not needed. Airport Road now eligible for federal funding.

Average PASER rating now is 6.5, which is good. If do nothing, numbers will decay, quality go down. Make decay curve more realistic. Get better data.

Pavement preservation of \$3 million/year would stabilize PASER rating. If took worst first, focused all money there, good roads would decay. Need more money for preventive maintenance.

Higerd recommended keeping highest PASER rating possible. Need more funding for pavement preservation projects.

Johnston suggested looking at paved mileages. Maybe low-use streets could revert to gravel. Do it as a plan, non-paved.

Wentworth suggested getting projects ready for federal criteria.

Stump noted three districts impacted by this report. Other two districts not get emails. Find at least one road that not appropriate to turn into gravel; e.g., McGee Creek. Every STIP cycle need ongoing requests.

Higerd cited proven sweet spot on roads with significant value from slurry seal. Prepare list of what to go after first. Economies of scale: More treatments with one contract. Get wholesale treatment, buy in bulk, see how it goes.

Holler noted no big dollars for maintenance vs. reconstruction. Keep falling farther behind.

--- Break: 10:40-10:45 ---

**C. Reds Meadow Road:** Planning & Environmental Linkages (PEL). Need to overcome issue of right source of funding. Nine alternatives proposed, evaluating against screening criteria. Involved stakeholders in meeting. Upper 2.5 mi from Vista to hairpin curve, 6.8 mi Agnew Meadows to Rainbow Falls trailhead. Different approaches to the segments.

Large project? Regelbrugge cited \$50 million, but only small pots like \$4 million. Region 5 gets \$1.5 million/year.

Critical portion is upper? *Yes. If only get \$10 million not \$30 mil, pullouts could become driving lanes.*

Why no bike lane on one-lane road? Maybe call it a shoulder. Or maybe exemption like parking on extended pavement at upper Whitney Portal Road. The FHWA contract is 15% design for upper.

Funding: \$415,000 to date for PEL, field studies.

Hayes indicated FLAP (Federal Lands Access Program) administration noted road transfer, lots of additional agreements. Evaluate long-term 25-year cost implications of taking over road. Will submit application in January (due in March).

Stump agreed with upper 2.5 mi, or suggested applying for whole thing.

Hayes stated if Town took over road, would want it in best possible shape. Fall under Complete Street, multi-modal. Johnston wondered why Town would take over street that's federal, in different county. Hayes cited regional significance, multiple partners. Most feasible way to get road accessible.

Why apply for FLAP if pot of money from feds exists?

Regelbrugge stated our region gets \$2 million/year for California's 18 NFs (National Forests). Couldn't even fund smallest of any alternatives without combining multiple years of funding into single project. FLAP has great funding available, successful projects. FHWA (Federal Highway Administration) wants to benefit local communities, put in road, let somebody else maintain. Madera County would not benefit as much as Mono County and Mammoth Lakes. Important in tourism-based economy. How to repair when close to absolute failure?

Has Madera been approached? Regelbrugge stated Madera is not interested, can't get here from there, not on its radar.

Holler stated Town had dollars to rebuild, not money to maintain. Discussion became how valuable is access to DEPO (Devils Postpile National Monument), John Muir Trail, and Agnew Meadows. Worst case is no access. Not want to take risk. Detriment to town. FLAP most viable for reconstruction, then figure out how to maintain. USFS sees as priority, NEPA/CEQA.

Does NPS have money? Holler cited competition with visitation to Yosemite.

Regelbrugge noted road is outside DEPO, hard to invest. Stump indicated DEPO is small, but unique. Not factor in evaluation of funding. Visitor days comparable for size. Regelbrugge suggested inviting NPS.

Wentworth, a la Hogan, suggested regional office of Department of Interior, talk with congressional officials about local communities willing to take part. Business has been increasing exponentially.

Holler suggested matching NPS/USFS dollars. Hayes thought LTC and Town Council could pull together. Higerd stated FLAP requires 11.7% match. Competitive application would need solution. Wentworth reminded that federal staff can't advocate.

Le Francois noted STIP has future liabilities for \$11 million. Olancho/Cartago at \$9 million got defunded. STIP involves how much, timing. State controls when/how use that money.

## 5. INFORMATIONAL

### A. Streets & Roads Needs Assessment

6. **UPCOMING AGENDA ITEMS:** 1) Updates; 2) Reds Meadow Road; 3) Guard rail design.

7. **ADJOURN** at 11:30 a.m. to December 12, 2016.

*Prepared by CD Ritter, LTC secretary*