

# Mono County Local Transportation Commission

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## REVISED AGENDA

March 13, 2017 – 9:00 A.M.

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of February 13, 2017 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
  - A. Appoint Social Services Transportation Advisory Council (SSTAC) members (*Michael Draper*) – **p. 5**
  - B. OWP (Overall Work Program) (*Gerry Le Francois*) – **p. 8**
  - C. Authorize Bike/Pedestrian grant letter in support of District 9 – **p. 58**
  - D. Approve appreciation letters to Town, County & Caltrans road crews – **p. 59**
  - E. LTF (Local Transportation Fund) estimate (*Janet Dutcher*) – **p.63**
6. **LOCAL TRANSPORTATION**
  - A. Reds Meadow update & STIP (State Transportation Improvement Program) match requirement (*Grady Dutton & Gerry Le Francois*) – **p. 65**
  - B. 2016 RTIP (Regional Transportation Improvement Program) amendment: Deprogram Meridian Boulevard construction funding & reprogram to Lower Main Street sidewalk project (*Haislip Hayes & Gerry Le Francois*) – **p. 70**
  - C. Authorize letters of support: AB 496 (Fong), AB 174 (Bigelow), & AB 1630 (Bloom) (*Gerry Le Francois & staff*) – **p. 151**
7. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
    1. ESTA audit 2015-16 (*John Helm*) – **p. 157**
    2. LCTOP (Low-Carbon Transit Operations Program) grant application: Adopt Resolution R17-02 approving \$26,189 of FY 2016-17 LCTOP funds for the following projects: expansion of Mammoth Express and Lone Pine Express fixed-route services (*Jill Batchelder*) – **p. 185**
  - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS**
  - A. Activities in Mono County & pertinent statewide information
9. **INFORMATIONAL**
  - A. STIP (State Transportation Improvement Program) fact sheet – **p. 194**
  - B. Swall Meadows access road – **p. 196**

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### COMMISSIONERS

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

C. Support letters for SB 1 & AB 1 – *p. 200*

10. **UPCOMING AGENDA ITEMS**

11. **ADJOURN** to April 10, 2017

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

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

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**COMMISSIONERS**

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

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## DRAFT MINUTES

February 13, 2017

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

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

**COUNTY STAFF:** Scott Burns, Gerry Le Francois, Jeff Walters (via video), Garrett Higerd, CD Ritter

**TOWN STAFF:** Grady Dutton

**CALTRANS:** Brent Green, Ryan Dermody, Mark Heckman

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

**2. PUBLIC COMMENT:** None

### 3. MINUTES

**MOTION:** Approve minutes of Oct. 3, 2016, as amended: 1) Item 7A, graph 4: ~~only one overcrossing undercrossings~~; and 2) Item 7B, second line: ~~Open-Free~~-range area attracts cattle, chickens. (Stump/Hogan. Ayes: 4. Abstain: Richardson, Peters.)

**MOTION:** Approve minutes of Nov. 14, 2016. (Johnston/Wentworth. Ayes: 4. Abstain: Hogan, Peters.)

**MOTION:** Approve minutes of Dec. 12, 2016. (Johnston/Wentworth. Ayes: 4. Abstain: Stump, Peters.)

**4. INTRODUCTION OF NEW COMMISSIONER:** John Peters of Bridgeport was introduced and offered a few comments.

**5. ELECTION OF CHAIR:** John Peters was elected Chair and John Wentworth Vice-Chair.

**6. COMMISSIONER REPORTS:** **Stump:** Acknowledged all road crews for admirable effort, citing issues such as gigantic boulder on Lower Rock Creek Road and avalanche. Sometimes nature overwhelms human capacity: isolation, stranded, power outage from avalanche. **Wentworth:** Echoed comments. Aggressive winter, trucking snow out of town. Ormat industrial blower at well by Shady Rest dug road, took out multi-use trails. Road has consistent 5' berm, no fencing or safety signage, people could drop right off. **Hogan:** None, just back from Tahoe. **Peters:** Echoed comments on road crews, spending extra hours, sleeping in offices, etc. People asked for things, but no atmosphere of discontent. Focus was finding solutions. **Richardson:** Keep communication lines open to determine problems. Strike force to huddle for solutions. Keep machines going. **Johnston:** Reiterated road comments. Avy site at Crowley, nobody hurt. Gather afterward to coordinate info. Send LTC thank-you letter to crews. Clearing pedestrian pathway along 203: no agreement, but somehow cleared. Folks at Trails have dug out drainage easement belonging to Town, homes garages flooded. Snow thrown back into drainage. Legal action possible. MUSD parking lot flooded. List commissioners on agenda.

Stump saw more avalanches at McGee, still potential. Avy watch along Sierra. Roads reopened Saturday. Wentworth noted Town declared state of emergency. Sue Burak focuses on avy threat to roads, development. Jeff Walters takes her info, makes decisions to protect people, notifies fire departments. Peters wanted to create clearinghouse resources to centralize database. Wentworth saw Town coordinating. Peters mentioned getting enough info on providing safety for crews. Johnston noted Mono also declared emergency. Stump thought more damage would be discovered after melt.

## 7. ADMINISTRATION

A. **Conflict of Interest review:** Christy Milovich noted Stephen Kerins is no longer at county counsel. Electronic filing of Form 700? *Contracts to review, on to State. Covers multiple commissions.*

**MOTION:** Authorize updated LTC conflict-of-interest code. (Stump/Wentworth. Ayes: 6-0.)

B. **Initial OWP (Overall Work Program):** Gerry Le Francois introduced initial draft of 2017-18 OWP. No budget yet. Get \$230,000 RPA (Rural Planning Assistance), \$135,000 from CTC (California Transportation Commission) for PPM (Planning, Programming & Monitoring). Pre-construction funding for planning, monitoring, project study reports. RTP (Rural Transportation Plan) adopted December 2015, coordinate with HCD, update in December 2017. Four-year RTP adoption cycle, eight-year housing. Work Element 601: Corridor Management Plan due in 2017.

Funding? *Similar budget to meet required match. RTIP (Regional Transportation Improvement Program) adoption December 2017. Incorporate ESTA short-range by reference, YARTS starting also.*

Incorporate incidents this winter into OWP and Town's walk/bike/ride program into RTP.

Le Francois stated RTP update for December 2017 will replace drafts from Town. Emergency coordination element?

Maybe not due diligence till May or June? Le Francois noted can amend, return for LTC approval.

Burns suggested expanding update of hazard mitigation plan. Wentworth thought emergency declaration defined incidents. Build library of info. May not know implications till June or July.

Timeline identifiers? Dutton suggested identifying incidents, not every bit of damage.

Stump suggested splitting 16.15.0 into two components: evacuation routes and new information.

Peters wanted to look at fire road access damages. Resources out there?

Burns: Complementary efforts, overlap on issues like avalanches. Get transportation policies.

Johnston suggested staff look into amended vs. new work element.

Wentworth noted Town is doing photo documentation.

Johnston: Talking communication aspects. Was it effective? How to do it better?

Specific work elements next meeting? *Take Johnston's direction, revise draft to submit to Caltrans. Placeholder for winter emergency information.*

How coordinate air quality with Great Basin? *Town item.* Hogan noted monitoring started back in 1990s, feeds into Great Basin.

How coordinated? *Hayes is working on it.*

C. **RPA (Rural Planning Assistance) 2015-16:** Gerry Le Francois noted funds are spent every year, can roll over certain amount not spent. \$17,000 carryover from 2015-16. Roll into Work Elements 100, 800, 900.

Unrestricted? *Directed to three areas.*

Hogan noted staff's best estimate of where spending time.

Roll-over funds for new element? *Another potential roll-over August to September.*

Dutton indicated he'd be happy to work with LTC staff, make recommendations.

**MOTION:** Approve adding unexpended funds to 2016-17 Overall Work Program. (*Richardson/Hogan.* Ayes: 6-0.)

## 8. LOCAL TRANSPORTATION

A. **Reds Meadow Road:** Grady Dutton wanted to see road when snow's gone, assess runoff impact. Deadline extended by five weeks. USFS (US Forest Service) / FHWA (Federal Highway Administration) cost estimate reduced. \$23.5 million for project, most critical top 2.5 miles = \$16.5 million.

Two grant cycles? Looking at all options with agencies. Uphill bike lane included in cost. Town staff recommends to Town Council, as Town is on hook for long-term maintenance. Upper part would have 1.5 to two lanes. Could scale back. Town Council assesses risk factors.

Wentworth wanted to engage regional offices of NPS (National Park Service), USFS as Hogan suggested. Town talked to Rep. Paul Cook on interaction of partners. Identified goals in DEPO (Devils Postpile) management plan. Will incorporate broad-band sleeves. NPS concerned about too many people. Flow managed through transportation system, not function of road size. Draft resolution, vet with partners, get agency concerns. Talk of sustainable recreation, leverage resources. Richardson thanked Wentworth for consulting in Washington, DC.

Dutton stated NPS and USFS indicated part of match. Town would do long-term maintenance. Toll credits available. Back to LTC in March or April, to ask for funding. Biggest factor is support from regional partners.

Wentworth wanted to make sure LTC is involved in conversations, at table to hear directly.

Dutton noted design by nationwide firm that's worked a lot with federal highways and done excellent job. As descend road, no cut slopes on right side, guard rails on left side. Will not see slopes and walls.

Higerd cited walls on Convict and Rock Creek roads. FHWA (Federal Highway Administration) did attractive but expensive rock work in view. LTC's providing match is not new concept; i.e., Convict project. Went over well with State and FHWA.

Le Francois recalled TE (Transportation Enhancement) funded Lake Mary Road. Regional project even though in another county. On match: Project cuts in 2016 STIP (State Transportation Improvement Program), some into hiatus. Olancho/Cartago still very expensive at \$80 million, sending money to Kern's territory, get some back. LTC has \$12 million now, but not know when O/C goes to construction. Historically had zero to \$4 million to \$5 million. Freeman Gulch segment two on SR 14 is bigger discussion if Kern COG (Council of Governments) revives project. Inyo funded segment one. LTC always has committed a lot of money to get people here, safely. Big chunk of RTIP (Regional Transportation Improvement Program) goes to shares for Olancho/Cartago.

Dutton wanted commitment from other funding sources. Not anticipate match from Madera County, but asking for in-person presentation to show entire project, request strong letter of support.

Peters suggested taking topic to Collaborative Planning Team, which meets again April 27.

**B. Crestview rest area support letter:** Scott Burns stated Crestview rest area has concerned LTC for at least 10 years.

Johnston saw it as shelter for public as well as Caltrans, Mono, and sheriff. Hard closure? *Green indicated no periodic opening.* Reasonable site in terms of snowfall? *Deadman gets worst amount of snow. Bad just north of 203.*

Funding issue? *Facilities projects at bottom of barrel.*

**MOTION:** Approve Crestview rest area support letter as modified on first bullet point: **Provides an emergency shelter for Caltrans and emergency service personnel** on a stretch of highway prone to winter hazards. *(Johnston/Stump. Ayes: 6-0.)*

--- Break: 10:35-10:40 ---

**C. LTC letters of support for SB 1 & AB 1:** Gerry Le Francois outlined funding that CTC (California Transportation Commission) would refund. Higerd recalled \$1.81 billion returned, phased in over five years.

Johnston noted CSAC (California State Association of Counties) would like a bill. Hopefully something gets done this legislative session. Green noted attention is there in special session, so confidence rose.

Johnston wondered about fatalities when projects are not implemented; e.g., not funding four-lane projects. He thought preventive maintenance helped reduce impact of heavy winter.

**MOTION:** Authorize LTC letters of support for Senate Bill 1 & Assembly Bill 1. *(Hogan/Wentworth. Ayes: 6-0.)*

## 9. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** John Helm presented ESTA's quarterly operations report. Farebox of 10% required system-wide. Passengers/hour: Reds route extremely efficient and successful. Funding for decreased fare on Mammoth Express boosted ridership, with increase from unexpected source: snow shovelers. Gray Line, which transported students to school, workers to work, and guests to ski area, was discontinued. ESTA modified Dial-A-Ride weekdays for few runs to Old Mammoth. No fare test yet due to weather. Plan is to run through school year, gauge usage/demand, talk to Town.

ESTA met with June Lake CAC to get commitment from community. Ridership very low. Shorten season, fewer operating days.

Publicity on new service? *Press releases, website, Twitter, bus stop signs (buried now), and emails.*

**B. Yosemite Area Regional Transportation System (YARTS):** Scott Burns reported AAC (Authority Advisory Committee) met last week, full board next week. Reviewed stats for Eastside service: up from prior year. Yosemite attracted 5 million visitors last year. \$100,000 grant, social media presence increasing. Fresno service dropped out, amended service to Bass Lake. Burns introduced Michael Draper, who is running unmet transit needs process.

## 10. CALTRANS

A. **TCR (Transportation Concept Report) for SR 108:** Mark Heckman summarized report that was updated from 2011. Truck restriction approved, but not signed. Truck entity to inform? Dermody noted California Trucking.

Two new projects: turnaround area west of base in next few years, and truck restriction signs on 395. Discovered 108 goes into Alpine County, not Tuolumne County. Change signage.

Environmental work on truck turnaround? Dermody noted frogs in area. Trucks will get citation. Johnston suggested writing bike facility more positively. Snow removal schedule? *None*. Heckman noted passes should open by fishing opener.

B. **Activities in Mono County & pertinent statewide information:** Brent Green noted district directors statewide discuss storms/weather monthly. As of last Monday, 210 road closures, \$212 million expended (well over normal year). Director's orders are issued when contracting policy is modified; i.e., Hwy 58 mudslide. Already 100 orders issued in various counties. A lot of snow is not an emergency, but 130 miles of 395 closed due to whiteout conditions from wind gusts. Mostly positive feedback on staffing (down about 20 staff, most work 12-hr shifts). Reached out to other districts, addressing manpower. Seasonal hires. Dispatch works 24/7 with CHP (California Highway Patrol) and Mono on updates when anything changes (18 last weekend alone). Dynamic situation, lots going on behind scenes. Most challenging is keeping ski area and town open, important to economy. Maintenance crews are working hard, can't keep up with expectations and short staff. Peters pegged reopening as biggest question. Green thanked LTC for truck input.

Dermody stated environmentally sensitive area Aspen Fales is rescheduled tomorrow in Bridgeport.

Heckman indicated statewide bike/pedestrian plan comments accepted till March 10. Goal is to double bike/pedestrian usage by 2020. Maybe statewide contract for each district. Support letter from LTC? Application due mid-April. Forward info to LTC.

## 11. QUARTERLY REPORTS

A. **Town of Mammoth Lakes:** Grady Dutton wanted to get people out of street in town. Fence at airport: USFS has issue with jog in fence. Continue larger conversation of wildlife. Permit with Caltrans. Eight-foot chain-link fence, not bare metal. Usually 10' fences required.

B. **Mono County:** Garrett Higerd cited programmed projects. Preventive maintenance and Airport Road rehab on radar as Town progresses with FAA on new terminal building. If California Legislature moves forward, proposed pushing up two projects, backfilling with combination of new projects. Coordinate FLAP (Federal Lands Access Program) with Bridgeport Valley RPAC and Humboldt-Toiyabe (no FLAP projects there). Prepare competitive project. Stock Drive realignment completed. Fast-track projects in queue first, then look at others identified.

Federal highway bridge program? Higerd had no report on it, but goal is to program bridge project in Antelope Valley, functionally obsolete. Cunningham Lane bridge is of most concern.

C. **Caltrans:** Mark Heckman reviewed Caltrans projects.

## 12. INFORMATIONAL

A. **Lee Vining Rockfall project:** Commissioner Stump was grateful for completion prior to heavy winter. Brent Green plans to submit project for Excellence in Planning award.

B. **RTP update schedule:** Out early fall, along with 2018 STIP (State Transportation Improvement Program) / RTIP (Regional Transportation Improvement Program).

C. **Town Council ratifies emergency proclamation:** Grady Dutton noted Gov. Jerry Brown added Mono County to emergency declaration today. Based on current storm, looking at issues in county and town, focusing on propane tanks. Not normal, so debrief. Document incidents, as nothing was documented in 1997 or 1983, all anecdotal. Writing emergency plan for town with consultant. After six weeks of this, takes everybody. Locals stepped up, cleared path by Footloose without permit to get pedestrians off highway. Few trucking companies, so trucks brought in to haul snow. Canyon and 203 of most concern. Jeff Walters stated coordinated effort with all agencies throughout Mono would be appreciated.

13. **UPCOMING AGENDA ITEMS:** 1) bike grant letter; 2) OWP; 3) annual audit; 4) appreciation letter to road crews

14. **ADJOURN** at 11:57 a.m. to March 13, 2017

*Prepared by CD Ritter, LTC secretary*

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## Staff Report

March 13, 2017

**TO:** Mono County Local Transportation Commission

**FROM:** Michael Draper, Planning Analyst

**SUBJECT:** Appoint Social Services Transportation Advisory Council (SSTAC) members

### RECOMMENDATION

Appoint and/or reappoint the following members to the Social Services Transportation Advisory Council:

<u>Reappoint:</u>	<u>Term Expiration</u>
Rick Franz, Transportation Planner, Caltrans	2020
Debbie Diaz, Mono County Public Health	2020
<u>New Appointee:</u>	<u>Term Expiration</u>
Kathy Peterson, Mono County Social Services Director	2020
Laurel Martin, Disabled Sports, Eastern Sierra	2020

**FISCAL IMPLICATIONS:** None

**ENVIRONMENTAL COMPLIANCE:** N/A

### RTP / RTIP CONSISTENCY

The LTC is required to receive input from the SSTAC to fulfill tasks related to the unmet needs hearing process, and SSTAC input is required to fulfill the Citizen Participation Process defined by Public Utilities Code §99238.5.

### DISCUSSION

Members of the Social Services Transportation Advisory Council are appointed by the Local Transportation Commission (LTC). The appointees should be recruited from a broad representation of social services and transit providers representing the elderly, disabled, and persons of limited means. In appointing members, the LTC shall strive to attain geographic and minority representation among council members. The membership term is three years and terms are staggered so that roughly one-third of the memberships are up for renewal or reappointment each year. The membership requirements mandated by Public Utilities Code §99238 is provided in Attachment #1. The current list of SSTAC members is provided in Attachment #2.

### ATTACHMENTS

1. Public Utilities Code §99238: Social Services Transportation Advisory Council
2. Current SSTAC Roster (2017-18)

**ATTACHMENT #1****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 services providers for seniors, including one representative of a social services transportation provider, if one exists.
- (4) Two representatives of local social services providers for the handicapped, including one representative of a social services transportation provider, if one exists.
- (5) One representative of a local social services provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation services 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 services 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.



**ATTACHMENT #2**  
**2017-2018 Social Services Transportation Advisory Council Roster**

Name	Term Exp.	
Mammoth Mountain Ski Area Transportation, Designee	2018	<a href="mailto:gcotter@mammoth-mtn.com">gcotter@mammoth-mtn.com</a>
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2018	<a href="mailto:inyomonoah@earthlink.net">inyomonoah@earthlink.net</a>
IMACA	2018	872-5570
Megan Foster, Mono County Social Services	2018	<a href="mailto:mfoster@mono.ca.gov">mfoster@mono.ca.gov</a>
Molly DesBaillets, Mono County First 5	2019	<a href="mailto:mdesbaillets@monocoe.org">mdesbaillets@monocoe.org</a>
Jill Batchelder, ESTA, CTSA	2019	<a href="mailto:jbachelder@estransit.org">jbachelder@estransit.org</a>
John Helm, ESTA, CTSA	2019	<a href="mailto:jhelm@estransit.org">jhelm@estransit.org</a>
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2020	<a href="mailto:ddiaz@mono.ca.gov">ddiaz@mono.ca.gov</a>
Laurel Martin, Finance Director, Disabled Sports, Eastern Sierra	2020	<a href="mailto:lmartin@disabledsportseasternsierra.org">lmartin@disabledsportseasternsierra.org</a>
Kathy Peterson, Mono County Social Services Director	2020	<a href="mailto:kpeter@mono.ca.gov">kpeter@mono.ca.gov</a>
Rick Franz, Transportation Planner, Caltrans	2020	<a href="mailto:rick.franz@dot.ca.gov">rick.franz@dot.ca.gov</a>

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## LTC Staff Report

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**DATE:** March 13, 2017

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** 2017/18 draft Overall Work Plan (OWP)

**RECOMMENDATIONS:**

Provide any desired direction to staff

**FISCAL IMPLICATIONS:**

This is our annual work program or business plan for activities undertaken by MCLTC. Rural Planning Assistance (RPA) and Planning Programming and Monitoring (PPM) funds are two sources available to Regional Transportation Planning Agencies (RTPA).

**ENVIRONMENTAL COMPLIANCE:**

NA

**RTP / RTIP CONSISTENCY:**

NA

**DISCUSSION:**

The Mono County Overall Work Program 2017/18 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff, and following review by the LTC, submitted to Caltrans for review. The attached OWP includes revisions in response to LTC comments. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30.

**ATTACHMENTS:**

Draft 2017/18 Overall Work Program

# Mono County Overall Work Program 2017-2018

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**Draft 2017/18 OWP  
3/1/2017**



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

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

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

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along US Highways 395 and 6. Communities along US 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share US 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for US 395 that meet community and interregional traveler needs. Similarly, planning efforts have also been pursued for SR 158, which serves as the main street for June Lake, and Hwy 6, which serves as main street for Benton and Chalfant. It is expected that Hwy 6 will see an increase in truck traffic due to recent technology industry development in Nevada. This will continue to be a concern as both Benton and Chalfant have safety concerns with Hwy 6 being used for goods movement and community main streets.

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

Benton, Hammil, and Chalfant, located along US 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. SR 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

**TRANSPORTATION GOALS AND ISSUES**

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an

increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

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 nonstop flights to Los Angeles, San Francisco, San Diego, and Las Vegas, Nevada. Year-round air service is available to Los Angeles.

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

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA), which was established through a joint powers agreement between Inyo County, Mono County, Bishop and Mammoth Lakes in 2006, is the transit provider in Mono County. ESTA assumed summer shuttle service to the Reds Meadow / Devils Postpile and winter transit service from Mammoth Mountain within Mammoth Lakes several years ago. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern, Inyo and San Bernardino counties to improve the Hwy 14/395 Corridor and transit service to the south. Interregional transit service is provided between Carson-Reno and Lancaster via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining and enhancing interregional transit services to the Eastern Sierra.

### **PUBLIC PARTICIPATION**

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

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

### **TRIBAL CONSULTATION**

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

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

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town



Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

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

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

### **PLANNING EMPHASIS AREAS FAST ACT**

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA addressed in the 2017-18 OWP where applicable, and are as follows:

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

**WORK ELEMENT 100-12-0****AGENCY ADMINISTRATION AND MANAGEMENT / TRAINING AND DEVELOPMENT****OBJECTIVE**

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

**DISCUSSION**

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

**PREVIOUS WORK**

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

**WORK ACTIVITY**

		<b>Responsible</b>	<b>Estimated Completion</b>
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		Jan – Mar 2018
3.	Prepare draft and final 2017-18 Overall Work Program: work program amendments, agreements, and staff reports		As needed
4.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC		As needed
5.	Prepare agendas and staff reports for advisory Committees and the Commission		Monthly
6.	Prepare invoicing for Caltrans		Quarterly

**END PRODUCTS**

- FY 2017/2018 Overall Work Program Quarterly Reports, budget, and financial statements. Quarterly
- FY 2017/2018 Overall Work Program Amendments. As needed
- FY 2018/2019 Overall Work Program. March 2018 (draft) June 2018 (final)
- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

**ONGOING TASK**

This is an annual and ongoing work element.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>	10,000	20,000	30,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			30,000

**WORK ELEMENT 200-12-0**  
**REGIONAL TRANSPORTATION PLAN**

**OBJECTIVE**

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

**DISCUSSION**

The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis
- Comply with the state Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use, housing and other general plan elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the update
- Address Americans with Disability Act needs and increase mobility and access throughout the region to public buildings and facilities as part of the update
- Comply with the California Environmental Quality Act, including Greenhouse Gas analysis requirements

**PREVIOUS WORK**

A fully updated RTP, with certified Environmental Impact Report was adopted on Dec. 14, 2015. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into a RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2013 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	2020
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2020
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County & Town	2017 - 2020

	Element of the General Plan & summary of TOML Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	2020
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County/Town	Dec 2017
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	2020
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2020
8.	Conduct supplemental environmental review if necessary	County	2020
9..	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	2020
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	2020
11.	File Notice of Determination	County LTC	2020

**END PRODUCTS**

The Regional Transportation Plan is required to be updated every four years, but there is a considerable amount of work to be done in the four-year cycle to ensure that the current RTP is being implemented across all agencies and that there is consistency between all related plans. As RTP work continues, minor amendments will be conducted as necessary and incorporated into the RTP as needed. RTP minor amendments will be considered as necessary to incorporate.

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>	14,000	10,000	24,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			

**WORK ELEMENT 201-12-1****REGIONAL TRAILS****OBJECTIVE**

The goal of this Work Element is to develop trail alignments for Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects.

**DISCUSSION**

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping, for the development and maintenance of a Web Application for the trails system. No Project Study Reports (PSRs) or Project Initiation Documents (PIDs) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds.

**PREVIOUS WORK**

This work element was created because we recognized a need for regional planning for trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. Preliminary work on the Down Canyon trail was started and will continue in support of a PID. No alignments have been made at this time.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	Ongoing
2.	Develop trails plans/concepts for trail system components county – wide.	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	Ongoing
5.	GIS Base mapping - inclusion of trails	County/Town	Ongoing
6.	Web Application Development for trails system	County/Town	Ongoing
7.	Trail Counter Data Management	County/Town	Ongoing
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails plan	County/Town	Ongoing

**END PRODUCTS**

- Trail alignments for future Project Study Reports and Project Initiation Documents

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

## RPA &amp; PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>		5,000	5,000
<b>PPM FUNDING</b>	5,000	3,000	8,000
<b>TOTAL FUNDING</b>			13,000

**WORK ELEMENT 202-16-1****REGIONAL TRANSPORTATION PLAN IMPLEMENTATION****OBJECTIVE**

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

**DISCUSSION**

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

**PREVIOUS WORK**

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

**WORK ACTIVITY**

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

**END PRODUCTS**

- Consistency amongst regional plans and RTP
- Updated RTP – 4 year update cycle
- ESTA short range transit plan incorporation into RTP

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>		15,000	15,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			15,000



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

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

**DISCUSSION**

The Short-Range Transit Plan of ESTA that is under consideration provides an opportunity to update the transit policies of the RTP and ensure internal compatibility with other components of the local and regional transportation system. Efforts are also underway to update the Short-Range Transit Plan of YARTS. Significant coordination between these two plans will ensure transit is enhanced and efficiently meeting local and regional transit needs. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling and signage improvements.

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Review of Short-Range Transit Plans	County, Town, LTC	7/31/2017
2.	Seasonal transit workshop	County, Town, LTC	7/31/2017 & 2/28/2018
3.	Identify & analyze winter route, schedule & signage changes (if any) for winter transit map	County, Town, LTC	9/31/2017
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	4/31/2018
5.	Collect transit needs for community	County, Town, LTC	6/30/2017
6.	Intelligent Transportation System Plan	ESTA, County	6/30/2017

**END PRODUCTS**

- Identify unmet transit needs for annual Local Transportation Fund allocation in June
- Winter and summer transit map analysis and schedule development

**ONGOING TASK**

This is an ongoing RTP development work item.

**FUNDING SOURCE**

RPA

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>		2,500	2,500

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<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			2,500

**WORK ELEMENT 501-15-0****AIRPORT PLANNING****OBJECTIVE**

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

**DISCUSSION**

This work element will also be used to support development of airport land use compatibility plans, traffic management and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed.

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Technical studies and environmental planning leading to traffic management plan	Town, County	6/30/2018
2.	Airport Capital Improvement Program documents	Town, County	6/30/2018
3.	Airport Land Use Compatibility Plans	County	6/30/2018

**END PRODUCTS**

- Airport planning documents for airport facilities

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>	2,500	4,000	6,500
<b>PPM FUNDING</b>	2,500	2,500	5,000
<b>TOTAL FUNDING</b>			11,500

**WORK ELEMENT 600-12-0****REGIONAL TRANSPORTATION FUNDING****OBJECTIVE**

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

**DISCUSSION**

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network.

**PREVIOUS WORK**

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

- Community Based Transportation Planning Grant for district transportation planning;
- Local Measures U and R to support transportation planning for capital improvements and programming; and

Administer and implement awarded grants as needed.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	RPA grant applications – transportation planning or related environmental planning	Town, County & LTC	Ongoing
3.	PPM grant applications – project specific	Town, County & LTC	Ongoing
4.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
5.	Final deliverable(s)	Town, County & LTC	Ongoing

**END PRODUCTS**

- Identification of funding sources for Transportation related projects and planning
- Grant applications as appropriate

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>		10,000	10,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			10,000

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

The goal of this Work Element is for the County and the Town to develop and update a Corridor Management Plan for US 395.

**DISCUSSION**

This work effort started with the award of federal aid funding to develop a scenic byway corridor management plan along the US 395 corridor as part of the National Scenic Byways Program. The Corridor Management Plan is required to seek designation of the highway as a National Scenic Byway. 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. Included in the Corridor Management plan are the 395/6 Corridor Wi-Fi Plan and an alternative fueling station policy. In addition to promoting creation of Digital 395 capacities by Mono County residents, the 395/6 Wi-Fi plan develops and maintains digital infrastructure for convenient traveler use at key locations and enhance traveler safety, services, community facilities and interpretive information. The alternative fueling station policy guides and promotes Zero Emission Vehicles (ZEV) charging/fueling infrastructure.

**PREVIOUS WORK**

Past studies contributing to this plan include the Digital 395 project and environmental studies, Mono County Draft Communications Policy, Eastern Sierra Corridor Enhancement Program, Bridgeport Main Street Plan, Scenic Byway design studies, Coalition for Unified Recreation in the Eastern Sierra information kiosk plans, applicable Caltrans Intelligent Transportation System policies and studies, and plans of land management agencies.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Review scenic byway inventory, Caltrans studies, USFS & BLM data for existing infrastructure & improvements, including rest stops, turnouts, community centers & Main Street opportunities	County	Ongoing
2.	Review Digital 395 infrastructure, & other applicable service infrastructure for Corridor Management Plan updates to existing CMP	County	Ongoing
3.	Identify interpretive opportunities via research & outreach to agencies, entities & interested parties including coordination with the concurrent SR 120 Scenic Byway Effort	County	Summer 2017
4.	Investigate technology applications for digital kiosks	County	Fall 2017
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints	County	Ongoing

6.	Develop alternative scenarios for siting Wi-Fi hot spots & digital kiosks along the US 395 & 6 corridors	County	Fall 2017
7.	Review scenarios with communities & applicable agencies (USFS, BLM, Caltrans, ESIA)	County	Winter 2017
8.	Develop preferred alternative & supporting policies into final report	County	Winter 2017
9.	Present recommendations to PC, BOS & LTC	County	Winter 2017
10.	Conduct applicable environmental planning & integrate policies into RTP, scenic byway plan & general plan	County	Winter 2017

**END PRODUCTS**

- CMP Document
- US 395/6 Corridor Wi-Fi Plan
- Alternative Fueling station policy

**ONGOING TASKS**

This is an ongoing RTP development work activity.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		15,000	15,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			15,000

**WORK ELEMENT 614-15-2****ALTERNATIVE FUELING STATION CORRIDOR POLICY****OBJECTIVE**

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

**DISCUSSION**

The Town has installed Tesla charging stations at the Mammoth Park and Ride site. This has encouraged evaluation of installations in other areas of Mono County.

**PREVIOUS WORK**

This is a new work element. Guidance for this effort has been established by local commission interest and state policy, including 2013 ZEV Action Plan: A Roadmap toward 1.5 Million Zero-emission Vehicles on California Roadways.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1	Review adjacent County & agency policies & facilities and research potential fuel type characteristics & related infrastructure requirements	County	June 2018
2.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors and regional attractions including Yosemite.	County	June 2018
3.	Inventory & assess potential sites suitable for ZEV facilities	County	July 2018
4.	Review California Building Codes & Cal Green for ZEV-ready standards. Consider special circumstances/needs related to regional attractions, such as Yosemite	County	July 2018
5.	Identify permit streamlining & funding strategies for ZEV infrastructure. Review California Building Codes & Cal Green for ZEV-ready standards	County	Sept 2018
6.	Revise draft & conduct applicable environmental planning review, draft policies with LDTAC, applicable RPACs & Planning Commission	County	Nov 2018
7.	Present final report for adoption by Board of Supervisors & acceptance by LTC, Revise draft & conduct applicable environmental planning review	County	Winter 2018-19

**END PRODUCTS**

- List of opportunities & constraints
- Inventory of potential sites for ZEV
- Draft goals, policy and standards
- Applicable environmental review

**ONGOING TASKS**

This will get rolled into Corridor Management plan once complete.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		5,000	5,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			5,000



**WORK ELEMENT 615-15-0****ACTIVE TRANSPORTATION PROGRAM (ATP)****OBJECTIVE**

To refine and reformat applicable policies in the Regional Transportation Plan into an Active Transportation Plan to enhance local efforts to qualify for funding under the Active Transportation Program.

**DISCUSSION**

This is a work element built upon work of the Regional Transportation Plan update. Since funding under the Active Transportation Program is limited for rural counties, a concise and tailored ATP will serve to enhance future efforts to qualify for funding. The RTP update policies cover the required elements of an ATP, but with new guidelines recently issued for the next funding cycle, policies can be adjusted and focused to improve future funding potential. All grant applications for planning specific projects will be paid for with RPA and all project specific will be paid for with PPM funding.

**PREVIOUS WORK**

Grant applications

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Project Deliverable</b>	<b>Estimated Completion Date</b>
1.	Review existing ATP guidelines & application requirements	County		Summer 2017
2.	Review existing ATP policies in RTP	County		Summer 2017
3.	Identify additional issues, opportunities & constraints related to ATP, in accordance with AB 1358, Complete Streets Act	County	List of issues, opportunities & constraints	Summer 2017
4.	Draft updates to RTP goals & policies, in accordance with ATP Guidelines	County	Draft update	Summer 2017
5.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Fall 2017
6.	Identify & prioritize project concepts & details/data to evaluate competitiveness	County	Priorities list	Fall 2017
7.	Research data & performance measures to increase competitiveness of projects	County		Fall 2017
8.	Revise draft & conduct applicable environmental planning	County	Revised draft	Winter 2018

9.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2018
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**END PRODUCTS**

Once the program is developed ongoing work will fall under work element 600-12-0 Regional Transportation Funding.

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		4,500	4,500
<b>PPM FUNDING</b>		5,000	5,000
<b>TOTAL FUNDING</b>			9,500

**WORK ELEMENT 616-15-0 A & B****A - COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT****OBJECTIVE**

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

**DISCUSSION**

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

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	Summer 2017
2.	Review new access requirements of Cal Fire	County	Summer 2017
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	Summer 2017
4.	Consult with Caltrans, Cal Fire, fire protection districts, & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP.	County	Summer 2017
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access. With respect to the community of Swall Meadows, work with the Wheeler Crest Fire Safe Council and Fire Protection District to conduct public outreach and	County	Fall 2017

	formalize proposed FSC-identified preferred access route for engineering and permitting.		
6.	Draft goals, policies & standards for community emergency access	County	Winter 2017
7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County	Winter 2017
8.	Revise draft & conduct applicable CEQA review	County	Spring 2018
9.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Spring 2018

**END PRODUCTS**

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands. With respect to the community of Swall Meadows, create formal proposal materials for FSC-identified emergency access route.
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		4,500	4,500
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			4,500

**B - REGIONAL WINTER RESPONSE / FUTURE NEEDS ASSESSMENT****OBJECTIVE**

To systematically assess winter needs and damage, identify shortfalls, and agency improvements (lessons learned) from extreme winter weather events of 2017/18.

**DISCUSSION**

There is a need to systematically assess extreme winter events in the eastern sierra based on the winter of 2017/18. This will be a coordinated effort with various agencies on what went right and what needs improvement from extreme weather events.

**PREVIOUS WORK**

This is a new sub element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Office of Emergency Services, Caltrans, local police and fire protection, and TOML / Mono County coordination for major weather events.

## WORK ACTIVITY

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Discuss & review with local agencies on future needs and agency coordination during extreme weather events	County/Town and others	Summer/Fall 2017
2.	Debrief with agencies on what worked and did not work during the winter of 2017/2018	Agencies	Summer/Fall 2017
3.	Review outcomes and alternatives to better manage extreme weather events (including road closures due to avalanche)	Agencies	Fall/Winter 2017
4.	Review any identified needs with policy makers and regional agencies	Agencies	Winter 2017
5.	Update emergency response plans or other policy documents as needed	Agencies	Winter 2017/18

## END PRODUCTS

- Assessment / Needs review on what worked and did not work during extreme weather events of 2017/18

## ONGOING TASK

This is a one-time work element.

## FUNDING SOURCE

RPA

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>	1,000	1,000	2,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			2,000

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

To develop community municipal way-finding standards for unincorporated communities to enhance safety, promote economic development and tourism, and support community trails and scenic byway initiatives.

**DISCUSSION**

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

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth way-finding)	County	Summer 2017
2.	Review community policies (area plans & RTP)	County	Summer 2017
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County	Summer 2017
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County	Fall 2017
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County	Winter 2017-18
6.	Compile in draft document	County	Winter 2017-18
7.	Review draft with community & revise as appropriate	County	Spring 2018
8.	Present final to PC, BOS & LTC	County	Spring 2018

**END PRODUCTS**

- Alternative Concepts
- Draft document
- Final report

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		1,000	1,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			1,000

**WORK ELEMENT 700-12-0****REGIONAL PROJECT STUDY REPORTS****OBJECTIVE**

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

**DISCUSSION**

Project Initiation Documents are planning documents used to determine the type and scope of a project. Project Study Reports are a type of PID document that include engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP. A PSR is a project initiation document which is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

The primary objectives of a PSR are to:

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

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</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 & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete PSR	Town, County	PSRs	ongoing

**END PRODUCTS**

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

PPM

	<b>TOWN</b>	<b>COUNTY</b>	<b>TOTAL</b>
<b>2017-18 RPA</b>			
<b>PPM FUNDING</b>	10,000	25,000	35,000
<b>TOTAL FUNDING</b>			35,000



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

**OBJECTIVE**

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

**DISCUSSION**

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

The primary objectives of this work element is to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under FAST ACT and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2018 RTIP consistent with CTC STIP Guidelines
- Begin draft a 2018 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2016 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

**PREVIOUS WORK**

- Adoption of the 2016 RTIP,
- Consistency determination of the 2016 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2016 RTIP with CTC guidelines.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2018 RTIP	LTC/Caltrans	as needed
3.	Monitor regional projects (MOU) for any necessary changes	LTC	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2018 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	12/18/17

**END PRODUCTS**

- 2018 RTIP

**ONGOING TASK**

This is an ongoing project and applies to development of any amendments needed to the 2016 RTIP and preparation and submittal of the 2018 RTIP.

**FUNDING SOURCE**

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>			
<b>PPM FUNDING</b>		3,000	3,000
<b>TOTAL FUNDING</b>			3,000

**WORK ELEMENT 800-12-1****INTERREGIONAL TRANSPORTATION PLANNING****OBJECTIVE**

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

**DISCUSSION**

This work element includes coordinating with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities. Interregional Transportation Planning includes:

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

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</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 & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	Ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	Ongoing
3.	Preparation and Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	Ongoing
4.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed
5.	Coordinate with staff and partner agencies for the California Transportation Commission visit in September	County, LTC, Town	Itinerary/tour for CTC & staff, overview of	Fall of 2017

**END PRODUCT**

- Attending meetings once a quarter
- Updating MOUs as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS
- Tour / itinerary with CTC & staff on successful regional projects and unique challenges in the eastern sierra;

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		4,000	4,000
<b>PPM FUNDING</b>		2,000	2,000
<b>TOTAL FUNDING</b>			6,000

**WORK ELEMENT 803-13-1****MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING****OBJECTIVE**

The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes.

**DISCUSSION**

The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

**PRIOR WORK**

Annual daily air pollution data and recording.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Ongoing daily monitoring of air pollution	Town	6/30/2018

**END PRODUCT**

- Daily air pollution data and recording

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>			
<b>PPM FUNDING</b>	500		500
<b>TOTAL FUNDING</b>			500

**WORK ELEMENT 804-15-1****COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS****OBJECTIVE**

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measure for application to neighborhoods and community areas.

**DISCUSSION**

Adopted standards for complete streets and traffic-calming measures for application to neighborhoods and community areas would increase safety and livability of Mono County communities.

**PRIOR WORK**

Mono County Road Standards

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Summer 2017
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	County	Summer 2017
3.	Develop a menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, Integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	County	Fall 2017-18
4.	Compile draft standards, Conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission, revise draft & conduct applicable CEQA review	County	Winter 2017-18
5.	Examine priorities & funding sources for traffic calming improvements	County	Winter 2017-18
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Spring 2018

**END PRODUCTS**

- Community issues, opportunities & constraints

- Draft goals, menu, guidelines, standards, and workshop agendas
- Final Reports

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2017-18 RPA</b>		1,000	1,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			1,000

**WORK ELEMENT 900-12-0****PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation.

**DISCUSSION**

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

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies;
- Pedestrian and trail user counts;
- Evaluate and analyze regulatory and warning sign issues; and
- Assess planned improvements impacting transportation facilities for planning consistency

**PREVIOUS WORK**

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
4.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
5.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
6.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town	6/30/18
7.	Street parking management studies.	Town	6/30/18
8.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town	6/30/18



**END PRODUCTS**

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>		5,000	5,000
<b>PPM FUNDING</b>	10,000	5,000	15,000
<b>TOTAL FUNDING</b>			20,000

**WORK ELEMENT 902-12-2****REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT****OBJECTIVE**

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

**PURPOSE**

Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

**PREVIOUS WORK**

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

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Purchase equipment	Town, County	6/30/18
2.	Final Deliverable(s)	Town, County	6/30/18

**END PRODUCT**

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance
- County to start collecting data in spring/summer 2017

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>			
<b>PPM FUNDING</b>	5,000	2,500	7,500
<b>TOTAL FUNDING</b>			7,500

**WORK ELEMENT 903-12-1****REGIONAL PAVEMENT AND ASSET MANAGEMENT SYSTEM****OBJECTIVE**

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

**DISCUSSION**

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report 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 five-year Capital Improvement Plan and the Transportation Asset Management Plan

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

**PREVIOUS WORK**

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. TOML is now in monitoring mode. Mono County is still in planning stage.

**WORK ACTIVITY**

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to County road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

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

**END PRODUCT**

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

**ONGOING TASK**

This is an ongoing work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>	40,000	35,000	75,000
<b>PPM FUNDING</b>	32,500	17,500	50,000
<b>TOTAL FUNDING</b>			125,000

**WORK ELEMENT 908-14-1****REGIONAL MAINTENANCE MOU****PURPOSE**

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of 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**

	<b>WORK ACTIVITY</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, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	2018
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	10/1/2018
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	2/1/2018
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	5/1/2018
5.	Final deliverable(s)	LTC		6/1/2018

**PREVIOUS WORK**

This is a Work Element created with the 2014-15 OWP.

**FUNDING SOURCE**

RPA

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2017-18 RPA</b>			
<b>PPM FUNDING</b>	2,000	2,000	4,000
<b>TOTAL FUNDING</b>			4,000

**WORK ELEMENT 1000-12-0****TRANSPORTATION TRAINING AND DEVELOPMENT****OBJECTIVE**

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

**DISCUSSION**

In order to plan future projects staff must be up to date on the most current state and federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., MAP-21/FAST ACT), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	MAP-21/FAST ACT training & implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	6/30/2018
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	6/30/2018
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	6/30/2018
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	6/30/2018

**END PRODUCTS**

- Training documentation

**ONGOING TASK**

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

**FUNDING SOURCE**

RPA & PPM

	<b>TOWN</b>	<b>COUNTY</b>	<b>TOTAL</b>
<b>2017-18 RPA</b>	10,000	10,000	20,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>			20,000

**APPENDIX A**  
**RPA BUDGET SUMMARY**

**Proposed Expenditures:**

<b>Work Element</b>	<b>Town</b>	<b>County</b>	<b>Total</b>
100-12-0: OWP Administration and Management			
1000-12-0: Transportation Training & Development			
200-12-0: Regional Transportation Plan			
201-12-1: Regional Trails			
202-16-1: Regional Transportation Plan Implementation			
300-12-0: Regional Transit Planning and Coordination			
501-15-0: Airport Planning			
600-12-0: Regional Transportation Funding			
601-11-0: 395 Corridor Management Plan			
614 -15-0: Alternative Fueling Station Corridor Policy			
615-15-0: Active Transportation Program (ATP)			
616-15-0: (A) Community Emergency Access Route Assessment			
(B) Regional Winter Response / Future Needs Assessment			
617-15-0: Community Way-Finding Design Standards			
800-12-1: Interregional Transportation Planning			
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation			
903-12-1: Regional Pavement & Asset Management System			
<b>TOTALS</b>			

<b>Work Element</b>	<b>Town</b>	<b>County</b>	<b>Total</b>
100-12-0: OWP Administration and Management	\$ 10,000.00	\$ 20,000.00	\$ 30,000.00
1000-12-0: Transportation Training & Development	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00
200-12-0: Regional Transportation Plan	\$ 14,000.00	\$ 10,000.00	\$ 24,000.00
201-12-1: Regional Trails		\$ 5,000.00	\$ 5,000.00
202-16-1: Regional Transportation Plan Implementation		\$ 15,000.00	\$ 15,000.00
300-12-0: Regional Transit Planning and Coordination		\$ 2,500.00	\$ 2,500.00
501-15-0: Airport Planning	\$ 2,500.00	\$ 4,000.00	\$ 6,500.00
600-12-0: Regional Transportation Funding		\$ 10,000.00	\$ 10,000.00
601-11-0: 395 Corridor Management Plan		\$ 15,000.00	\$ 15,000.00
614 -15-0: Alternative Fueling Station Corridor Policy		\$ 5,000.00	\$ 5,000.00
615-15-0: Active Transportation Program (ATP)		\$ 4,500.00	\$ 4,500.00
616-15-0: (A) Community Emergency Access Route Assessment		\$ 4,500.00	\$ 4,500.00
(B) Regional Winter Response / Future Needs Assessment	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00
617-15-0: Community Way-Finding Design Standards		\$ 1,000.00	\$ 1,000.00
800-12-1: Interregional Transportation Planning		\$ 4,000.00	\$ 4,000.00
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$ 1,000.00	\$ 1,000.00
900-12-0: Planning, Monitoring & Traffic Issues		\$ 5,000.00	\$ 5,000.00
903-12-1: Regional Pavement & Asset Management System	\$ 40,000.00	\$ 35,000.00	\$ 75,000.00
<b>TOTALS</b>	\$ 77,500.00	\$ 152,500.00	\$ 230,000.00

\$

230,000.00



**APPENDIX B**  
**PPM BUDGET SUMMARY**

**Proposed Expenditures:**

<b>Work Element</b>	<b>Town</b>	<b>County</b>	<b>Total</b>
200-12-0: Regional Transportation Plan			
201-12-1: Regional Trails			
202-16-1: Regional Transportation Plan Implementation			
300-12-0: Regional Transit Planning and Coordination			
302-12-4: Mammoth Transit HUB			
501-15-0: Airport Planning			
600-12-0: Regional Transportation Funding			
601-11-0: 395 Corridor Management Plan			
614 -15-0: Alternative Fueling Station Corridor Policy			
615-15-0: Active Transportation Program (ATP)			
616-15-0: Community Emergency Access Route Assessment			
617-15-0: Community Way-Finding Design Standards			
700-12-0: Regional Project Study Reports			
701-12-1 Regional Transportation Improvement Program(RTIP)			
800-12-1: Interregional Transportation Planning			
803-13-1 Mammoth Lakes Air Quality monitoring and planning			
804-15-1: Community Traffic Calming & Complete Streets Design Standards			
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation			
902-12-2: Regional Transportation Data Collection			
903-12-1: Regional Pavement & Asset Management System			
908-14-1: Regional Maintenance MOU			
<b>TOTALS</b>			

<b>Work Element</b>	<b>Town</b>	<b>County</b>	<b>Total</b>
201-12-1: Regional Trails	\$5,000	\$3,000	\$8,000
501-15-0: Airport Planning	\$2,500	\$2,500	\$5,000
615-15-0: Active Transportation Program (ATP)		\$5,000	\$5,000
700-12-0: Regional Project Study Reports	\$10,000	\$25,000	\$35,000
701-12-1: Regional Transportation Improvement Program(RTIP)		\$3,000	\$3,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue/ Policy Creation	\$10,000	\$5,000	\$15,000
902-12-2: Regional Transportation Data Collection	\$5,000	\$2,500	\$7,500
903-12-1: Regional Pavement & Asset Management System	\$32,500	\$17,500	\$50,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
<b>TOTALS</b>	\$67,500	\$67,500	\$135,000

**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	2013	5 - 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport (Awaiting State Funding)	County	1986		
Airport Safety Management System Plan	Town	New	As necessary	2015
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2015	2 years	2017 December
Regional Transportation Plan (RTP)/revised & coordinated with Housing Element update	LTC	2015	4 years	2017 December

# Mono County Local Transportation Commission

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

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
www.monocounty.ca.gov

## LTC Staff Report

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**DATE:** March 13, 2017

**FROM:** Gerry Le Francois, Principal Planner

**SUBJECT:** Support letter District 9 Bicycle and Pedestrian grant

**RECOMMENDATIONS:**

Authorize chair's signature on support letter for District 9 Bicycle Pedestrian planning grant

**FISCAL IMPLICATIONS:**

NA

**ENVIRONMENTAL COMPLIANCE:**

NA

**RTP / RTIP CONSISTENCY:**

NA

**DISCUSSION:**

Provide any desired direction to staff.

**ATTACHMENTS:**

To be provided at meeting.

## Mono County Local Transportation Commission

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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

March 13, 2017

TO: Grady Dutton, Mammoth Lakes Public Works Director

RE: LETTER OF APPRECIATION

Dear Mr. Dutton:

The purpose of this letter is to express our sincere appreciation to the Mammoth Lakes Public Works staff, particularly road crews, for outstanding performance during recent storm events. We understand from many citizen and community comments of numerous instances where staff efforts exceeded expectations to maintain a safe level of travel on local streets and highways during abnormally adverse conditions.

We wish to recognize your staff for their dedication and hard work over successive weeks in responding to continually changing conditions to maintain streets at a high level. We understand from community comments of numerous times when they went above and beyond the call of duty.

On behalf of the Mono County Local Transportation Commission, please share our commendation of exceptional job performance and thanks to your staff during one of the most severe winter periods in the region's history.

Sincerely,

John Peters  
Chair

## Mono County Local Transportation Commission

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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

March 13, 2017

TO: Jeff Walters, Mono County Public Works Director

RE: LETTER OF APPRECIATION

Dear Mr. Walters:

The purpose of this letter is to express our sincere appreciation to the Mono County Public Works staff, particularly the facilities and road crews, for outstanding performance during recent storm events. We understand from citizen comments of many instances where staff efforts exceeded expectations to maintain a safe level of travel on local streets and highways during abnormally adverse conditions.

Examples include working long hours for many weeks without time off; maintaining a positive “can do” attitude; rapidly responding to continually changing conditions; implementing safety practices in potentially hazardous areas such as avalanche zones; preventing public infrastructure damage from erosion and storm forces via measures such as sand bag placement; coordinating with other agencies and emergency responders; and going above and beyond the call of duty numerous times (see attachment).

On behalf of the Mono County Local Transportation Commission, please share our commendation of exceptional job performance and thanks with your staff during one of the most severe winter periods in the region’s history.

Sincerely,

John Peters  
Chair

Attachment

- Letter from Greg Weirick

Greg Weirick  
 Eastern Sierra Four Wheel Drive Club  
 80 Lucas Rd.  
 Bishop, CA 93514



Jeff Walters  
 Mono County Dir. Of Public Works  
 PO Box 457  
 Bridgeport, CA 93517

Dear Mr. Walters,

This letter is in appreciation for the actions of a number of your Public Works employees, who went above and beyond their duties to help extract snowbound people and vehicles from a potentially dangerous situation.

The story begins when Jerry Neuman Jr, a regular visitor to Mono County, contacted the Eastern Sierra 4wd Club seeking assistance getting his stuck truck pulled out from the Owens River Rd. approx. 1.5 miles north of the Hot Creek Bridge. The Club is regularly contacted for assistance with stuck vehicles through our website. He had driven through deep snow to what is known as the Siphon Hot Tub and was returning when his truck broke down due to the deep snow and pools of water. On Tuesday, Jan 17, members of our club chained up and attempted to get the truck from the Mono County Landfill off Benton Crossing Rd, but turned back due to the treacherous conditions.

While at the landfill, staff suggested contacting the Mono County Road Dept. about possible assistance and I drove to the County's Crowley Lake yard where I met with Supervisor Steve Reeves. Realizing this situation warranted a higher level discussion, Steve put me in contact with Superintendent Brett McCurry, who did an amazing job of coordinating this rescue that has now grown to two vehicles. Early in the morning a Ford truck had driven around a road closed sign on the dirt road near the Whitmore Pool and had become stuck in deep snow and water driving to the Shepherd's tub and there were people stranded in the truck.

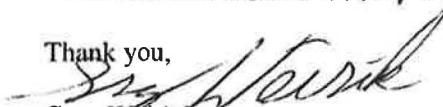
After explaining the situation to Brett, he said he was going to make some calls and get back to me soon. In what seemed like minutes, Brett calls back and says "Let's go, a loader is on the way." Despite the emergency nature of the people in the truck, I was amazed that in this day and age a decision to act would be so forthcoming. Just like that and even though it was late in the afternoon, Steve Reeves roaded a chained up loader from the Crowley yard out to Benton Crossing Road and extricated the Ford truck and its passengers.

Having no idea a plan would develop so fast, I had returned to Bishop with the keys to the stuck Tundra and realizing the operation would have gone well into the evening, Brett and Steve decided to leave the loader there for the night and go after the Tundra the following morning. The next morning, Steve towed the Tundra to the County Landfill where Landfill Supervisor Tommy Music kindly agreed to watch the vehicle until a tow truck came for it in a couple days.

Speaking for the ES4WD Club and Jerry Neuman Jr, I wish to commend the members of your Staff that were so amazing in bringing this emergency to an end. Brett McCurry for jumping on this and making the necessary contacts and especially for Steve Reeves and crew who went out of their way to get this done and all in the middle of these record snow storms!

In appreciation of these Mono County Staff members, Jerry Neuman Jr. is making a \$200 donation to the Bodie Foundation, and a \$100 donation to The ES4WD Club for trail work.

Thank you,

  
 Greg Weirick

2/16/17

## Mono County Local Transportation Commission

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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

March 13, 2017

TO: Brent Green, Caltrans District 9 Director

RE: LETTER OF APPRECIATION

Dear Mr. Green:

The purpose of this letter is to express our sincere appreciation to District 9 staff, particularly road crews, for outstanding performance during recent storm events. We understand from citizen comments of many instances where staff efforts exceeded expectations to maintain a safe level of travel on state highways during abnormally adverse conditions.

We appreciate that safe travel conditions in the Mono County region were maintained with limited staff resources, during a time when the Caltrans infrastructure and staff network was impacted and stretched thin throughout the state. We understand that access to and within our region was maintained via the hard work and dedication of your staff, often going above and beyond the call of duty.

On behalf of the Mono County Local Transportation Commission, please share our commendation of exceptional job performance and thanks to your staff during one the most severe winter periods in the region's history.

Sincerely,

John Peters  
Chair





# DEPARTMENT OF FINANCE COUNTY OF MONO

---

P.O. BOX 556, BRIDGEPORT, CALIFORNIA 93517  
(760) 932-5490 • FAX (760) 932-5491

*Janet Dutcher, CPA, CGFM*  
Finance Director

*Stephanie M. Butters*  
Assistant Finance Director  
Auditor-Controller

January 3, 2017

Mono County Local Transportation Commission  
PO Box 8  
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Division 3, Chapter 2, Transportation  
Development, Article 3, Section 6620

Assuming there will be no unallocated funds as of June 30, 2017, the monies available for allocation by the Local Transportation Commission during Fiscal Year 2017-2018 are estimated to be \$604,264.

Please contact me if you require any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephanie M. Butters".

Stephanie M. Butters  
Assistant Director of Finance

Cc: Scott Burns  
Megan Mahaffey

LTF Allocations

267-00-000-17010

	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	ROLLING		
												10 Year Average	% of total	Cum %
July	\$ 46,700.00	\$ 39,100.00	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00	\$ 39,000.00	\$ 37,300.00	\$ 36,900.00	\$ 36,380.00	\$36,380	6.02%	6.02%
August	\$ 62,300.00	\$ 52,200.00	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00	\$ 52,000.00	\$ 49,700.00	\$ 49,200.00	\$ 48,030.00	\$48,030	7.95%	13.97%
September	\$ 41,932.66	\$ 59,991.00	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34	\$ 54,319.28	\$ 62,366.24	\$ 80,307.33	\$ 59,502.00	\$59,502	9.85%	23.82%
October	\$ 55,300.00	\$ 53,400.00	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00	\$ 51,400.00	\$ 54,200.00	\$ 53,100.00	\$ 50,030.00	\$50,030	8.28%	32.10%
November	\$ 73,700.00	\$ 71,200.00	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00	\$ 68,600.00	\$ 72,200.00	\$ 70,800.00	\$ 65,770.00	\$65,770	10.88%	42.98%
December	\$ 57,837.16	\$ 54,560.37	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.29	\$ 49,973.29	\$ 60,479.30	\$ 48,447.09	\$ 54,463.20	\$ 53,710.00	\$53,710	8.89%	51.87%
January	\$ 48,700.00	\$ 43,100.00	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00	\$ 41,200.00	\$ 39,700.00	\$ 40,450.00	\$ 39,325.00	\$39,325	6.51%	58.38%
February	\$ 64,900.00	\$ 47,300.00	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00	\$ 54,900.00	\$ 53,000.00	\$ 53,950.00	\$ 51,415.00	\$51,415	8.51%	66.89%
March	\$ 46,389.17	\$ 52,099.01	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 62,547.00	\$ 48,387.15	\$ 66,239.89	\$ 57,313.52	\$ 52,256.00	\$52,256	8.65%	75.53%
April	\$ 48,900.00	\$ 44,800.00	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 43,200.00	\$ 46,100.00	\$ 32,800.00	\$ 39,450.00	\$ 41,505.00	\$41,505	6.87%	82.40%
May	\$ 65,200.00	\$ 48,100.00	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 57,600.00	\$ 61,500.00	\$ 43,700.00	\$ 52,600.00	\$ 55,200.00	\$55,200	9.14%	91.54%
June	\$ 55,315.44	\$ 29,006.27	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 61,092.02	\$ 938.94	\$ 114,400.33	\$ 57,669.64	\$ 51,141.00	\$51,141	8.46%	100.00%
<b>Total</b>	\$ 667,174.43	\$ 594,856.65	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 674,053.55	\$ 646,203.68	\$ 604,264.00	\$604,263	100.00%	
<i>Estimates</i>	\$ 670,000.00	\$ 630,000.00	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 592,235.00	\$ 622,812.00	\$ 607,787.41	\$ 604,264.00			

## **TOWN OF MAMMOTH LAKES - LTC STAFF REPORT**

Subject: Red's Meadow Road Reconstruction Project

Meeting Date: March 13, 2017

Written by: Grady Dutton, Public Works Director

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### **RECOMMENDATION:**

Staff is providing a status update. It is requested this item be on the LTC Agenda in April for discussion and consideration of LTC participation in providing a portion of the required local match for the proposed FLAP Grant Application for Red's Meadow Road, due in May 2017.

### **BACKGROUND:**

On January 18, Town Council received an updated report on discussions regarding collaborative options for the reconstruction of Red's Meadow Road. Red's Meadow Road is a United States Forest Service (USFS) road providing vehicular access to USFS lands and the Devil's Postpile National Monument.

Town staff has been facilitating regular meetings with a number of stakeholders to monitor progress of the design and construction project and to work in a collaborative effort on a likely Federal Lands Access Program (FLAP) Grant application. Staff has made a recommendation to Town Council that the Town of Mammoth Lakes (TOML) be the applicant for the proposed FLAP Grant.

The next team meeting was held January 20, 2017. Invited were representatives from the United States Forest Service (USFS), National Park Service (NPS), Mono County, Eastern Sierra Transit Authority (ESTA) and the Town of Mammoth Lakes. In addition, the USFS arranged a 15% design review meeting for this same date. Among other items, it was learned on that date the total project cost estimate is now approximately \$23.5 million for the two-lane alternative. This is significantly less than an earlier \$29.5 million figure. As the design progresses, the cost estimate becomes more refined.

### **ANALYSIS/DISCUSSION:**

Staff has made significant progress on discussions and language for possible draft agreements with stakeholders as outlined below and will return to Town Council in April with additional detail and a request for authorization to submit the application.

Federal Lands Access Program Summary: Information available on the United States Department of Transportation (USDOT), Office of Federal Lands Highway, Federal Lands Access Program (FLAP) website, the California Call for Projects is In Development, with the following tentative information:

Tentative Next Call for Projects: January 23, 2017  
 FLAP Funding Allocation by Fiscal Year: \$32,900,000

Local Match: 11.47%

Final Application Deadline: May 2017

Town staff will continue to work with the stakeholders to prepare a complete application before the Final Application Deadline. Staff expects to return to Town Council once a draft application is prepared to present the full package and associated issues for consideration.

On January 18, Town staff made a number of specific recommendations to Town Council and received direction to proceed:

*Recommended direction: Staff to complete a draft FLAP Grant application with Town to be named as Applicant.*

Stakeholders: The first tier of stakeholders includes the agencies directly involved with design, construction, maintenance and funding for the project. This includes TOML, USFS, NPS, FHWA, ESTA and Mono County Local Transportation Commission (LTC). In addition, we have begun discussions with Inyo County and Madera County. In addition to the overall visitor serving industry, there will be a number of other interested parties/stakeholders for the overall project such as the concessionaires in Red's Meadow. There will be ample opportunity for public involvement. Staff is working to schedule a public meeting to obtain community input in late March.

Stakeholder discussions to date have been in person or by telephone. Staff has prepared a brief letter to the parties listed above notifying them of the Town's intent to consider an application and offering to appear before each group in a more formal setting (Board meeting, staff meeting, as appropriate) to present the project and process.

*Recommended direction: Staff to set a public meeting to obtain community input.*

*Recommended direction: Staff to work with stakeholders to obtain as much support as possible, both financial and otherwise. Staff to present project to other agencies/stakeholders as requested.*

Authority for Long Term Maintenance: For the Town to list itself as the Applicant for the FLAP Grant, there are two main alternatives for the Town to obtain the authority to do so. One is a typical USFS Cooperative Agreement, similar to other agreements currently in place. A COOP would give the Town the right to provide maintenance of the road under certain conditions. A COOP is typically valid for a defined time period. The other is a highway easement, whereby the road would become a Town road, similar to the Scenic Loop. We have learned FLAP Grant Applications that include a highway easement rather than a COOP have been much more successful.

*Recommended direction: Staff to work with USFS on a future Highway Easement to the Town of Mammoth Lakes for Red's Meadow Road. Easement would not be recorded until such time as the construction project is complete and accepted.*

Maintenance Costs: Staff is preparing long term maintenance cost projections for a period of twenty five years from the date of construction completion. It is our understanding twenty five years is an acceptable period and that this estimate would not need to include eventual road reconstruction. These projections will, of course, depend on the project finally constructed. At this time, staff estimates the full cost of annual maintenance for the 8.3 miles of roadway will be in the neighborhood of \$100,000 per year. Staff expects to obtain some level of funding from a variety of sources, but the main sources will be a possible surcharge to the existing ESTA fare and Town road rehabilitation funds. With the information from the January 20 briefing on the 15% design status, staff is working to update the maintenance cost estimate. That update will include estimates for alternatives presented.

*Recommended direction: Staff to refine maintenance cost projections based on 15% design drawings. Staff to work with stakeholders to obtain commitments for long term funding of maintenance.*

Associated Impacts and Opportunities: In discussions with the stakeholders and in a review of overall Town goals and priorities, several associated potential impacts and opportunities have been identified. Staff will continue to explore opportunities that will benefit the Town and the Region. These opportunities will be closely coordinated with the stakeholders, especially the NPS and USFS. This list might include:

- National Park Service: The Devil's Postpile General Management Plan lists a number of associated projects outside the boundary of the National Monument. Staff expects it will be in the best interest of all to explore how we can work together to further some of the items identified.
- United States Forest Service: As Red's Meadow Road is currently a USFS Road providing access not solely to Devil's Postpile, staff expects to work with USFS to identify and implement improvements to provide a more seamless experience, whether a visitor is heading to Devil's Postpile, the pack station, the John Muir Trail, the Pacific Crest Trail or other destinations. Specifics have not yet been identified, but improvements related to other existing and proposed destinations will be reviewed. Road and trail signage, trailhead improvements, visitor services, Minaret Vista are just a few things that may be explored.

One of the over-arching goals of this endeavor will be to improve the visitor experience whenever and wherever possible. Great care will be taken in planning, design and construction to assist in ensuring the project and associated improvements are well coordinated. Included in these discussions will be a management plan for visitation. It is well recognized there is a limited capacity for the National Monument and other destinations. NPS and USFS have made it clear and staff clearly understands the experience must be preserved and enhanced where possible.

In addition to the long term maintenance discussions, Town staff is preparing a recommendation to Town Council and the working group regarding potential participation in the local match for the project. It is understood a project of this type and magnitude may have a greater chance of success with a greater match. Town staff requests that LTC staff place this item on LTC's April agenda for discussion of some possible LTC match participation.

*Recommended direction: Staff to work with potential partners including NPS and USFS to prepare a Memorandum of Understanding (MOU) or other agreement (letter or otherwise) to ensure this initial design and construction effort leads to an ongoing understanding of roles and responsibilities and makes best use of opportunities to improve infrastructure and the experience for visitors.*

***In its regular meeting of March 1, the Town Council reviewed and provided direction to staff on a proposed Town Council Resolution that will describe a number of issues surrounding the project and will provide clarity regarding the Town's goals for the project. That item will be back in front of Town Council for consideration in April.***

## 2016 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)  
(\$1,000's)

Total County Share, June 30, 2015 (from 2015 Report)	34,003
Adjustment for 2013-14 and 2014-15 lapses	0
Less 2014-15 Allocations and closed projects	(2,119)
Less Projects Lapsed, July 1, 2015-June 30, 2016	0
2016 STIP Fund Estimate Formula Distribution	0
Total County Share, June 30, 2016	31,884

### Mono

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
<b>Highway Projects:</b>																			
Mono LTC		2003	Planning, programming, and monitoring			Aug-15	130	130	0	0	0	0	0	0	0	0	0		
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3		Dec-15	Jan-16	90	90	0	0	0	0	0	0	0	0	90		
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety		Jan-16	May-16	175	175	0	0	0	0	0	125	0	0	50		
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3			Jun-16	2,000	2,000	0	0	0	0	0	0	2,000	0	0		
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (share w/Inyo)				8,982	1,380	0	0	0	7,602	0	950	6,844	0	250		
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				500	0	0	0	500	0	0	500	0	0	0		
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				2,168	2,168	0	0	0	0	1,352	0	0	513	303		
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0		
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety				575	0	0	575	0	0	0	0	575	0	0		
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,610	0	0	2,610	0	0	0	0	2,610	0	0		
Mono County	loc	2603	Airport Road, rehab				1,273	0	0	0	31	52	1,190	0	1,190	31	52		
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				1,150	0	0	150	1,000	0	0	0	1,000	50	100		
Mono LTC		2003	Planning, programming, and monitoring				405	0	135	135	135	0	0	0	405	0	0		
<b>Subtotal, Highway Projects</b>							20,368	6,253	135	3,470	1,666	7,654	1,190	2,427	15,254	391	1,055	483	758
<b>Rail and Transit Projects:</b>																			
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority			Jun-16	200	200	0	0	0	0	0	0	200	0	0	0	
<b>Subtotal, Rail &amp; Transit Projects</b>							200	200	0	0	0	0	0	0	200	0	0	0	0
<b>Total Programmed or Voted since July 1, 2015</b>							20,568												
<b>Balance of STIP County Share, Mono</b>																			
Total County Share, June 30, 2016							31,884												
Total Now Programmed or Voted Since July 1, 2015							20,568												
Unprogrammed Share Balance							11,316												
Share Balance Advanced or Overdrawn							0												

**Staff comments:** 1) Freeman Gulch - was funded this FY by CTC all Inyo/Mono \$  
 2) Share balance of \$11 million - less FLAP match for Reds est. \$2.7 million = \$8.6m  
 3) Future needs of Olancha/Cartago est. \$5-7 million in future FY  
 4) 2018 RTIP w/out new funding est. \$1 to 1.6 million remaining share balance  
 5) 2018 RTIP share is unknown at this time. Staff assumes \$0, but was negative \$ for the 2016 STIP.

## Mono County Local Transportation Commission

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

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

### LTC Staff Report

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

**DATE:** March 13, 2017

**FROM:** Haislip Hayes, PE Engineering Manager

**SUBJECT:** Regional Transportation Improvement Program (RTIP) amendment

**RECOMMENDATIONS:**

Review changes to the 2016 RTIP and approve resolution R17-01

**FISCAL IMPLICATIONS:**

The STIP funds local and regional transportation projects in Mono County. The proposed changes would re-allocate existing funding to new project.

**ENVIRONMENTAL COMPLIANCE:**

The adoption of the STIP is a statutory exemption under the California Environmental Quality Act (CEQA guideline section 15276(a)). Individual STIP projects are subject to CEQA as part of future permitting and allocation of funds by the California Transportation Commission (CTC).

**RTP / RTIP CONSISTENCY:**

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan. The reprogramming of the 2016 STIP is consistent with the 2015 RTP.

**DISCUSSION:**

The State Transportation Improvement Program (STIP) occurs every two years and is within a new five year funding cycle for transportation projects in Mono County. The current 2016 STIP fund estimate includes programming for the Meridian Blvd Roundabout and Signal Relocation project currently programmed for construction in 2017-18. Staff had proposed re-programming these funds to the higher priority Lower Main Street sidewalk project prior to the development of the 2016 STIP. The proposed project would close gaps in the existing pedestrian network along Main Street and has been designed and developed in conjunction with the West Minaret Sidewalk Project and North Main Street Sidewalk Project.

Staff was under the impression that funding for this project was lost during the late 2016 reprogramming exercises that were necessary to close a 750 million dollar program gap. Staff has learned that construction funding is currently programmed for 2017-18. Work on the project did not stop with the loss of funding. The Town has completed the project PSR and initial environmental assessment using other funding sources. The programmed funds available will only cover construction costs. The Town will allocate its own funding to complete the environmental and design work. No right of way work or funding is necessary at this time. If the construction funding is insufficient to complete the project, the Town would either allocate its own funding or scale the project to match the available funding.

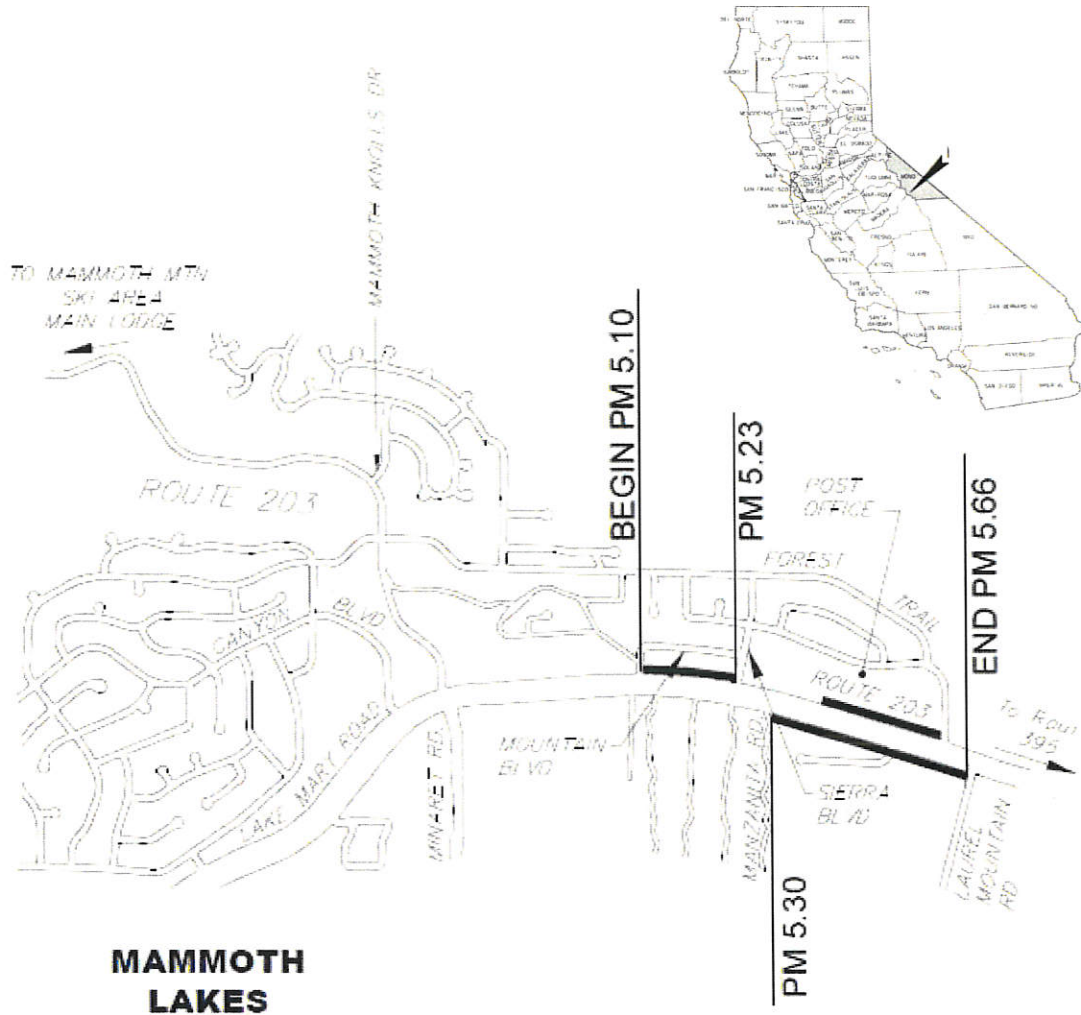


**ATTACHMENTS:**

Lower Main Street Sidewalk Project PSR  
Resolution 17-01 w attachment



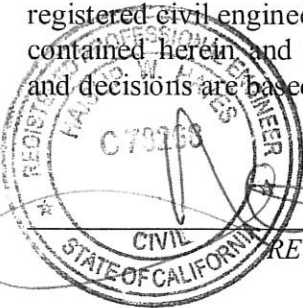
### VICINITY MAP TOWN OF MAMMOTH LAKES



### MAMMOTH LAKES

IN MONO COUNTY IN THE TOWN OF MAMMOTH LAKES  
FROM MOUNTAIN BOULEVARD  
TO LAUREL MOUNTAIN ROAD

This project study report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



*[Handwritten Signature]*  
REGISTERED CIVIL ENGINEER

7-7-16  
DATE

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## 1. INTRODUCTION

### Project Description:

Project is located along SR-203 within the boundaries of the Town of Mammoth Lakes. The Town of Mammoth Lakes proposes the construction of sidewalk segments along northern side of SR-203 from Mountain Boulevard to Forest Trail and along the southern side of SR-203 from Manzanita Road to Laurel Mountain Road. The proposed project will improve pedestrian travel and safety along SR-203 with a sidewalk, intersection improvements, and other safety features.

The proposed improvements consist of:

- Construction of a sidewalk with curb and gutter on SR-203, from the Mountain Boulevard to Sierra Boulevard (north side), from the Post Office to Forest Trail (north side), and from Manzanita Street to Laurel Mountain Road (south side).
- Construction/reconstruction of seventeen (17) Americans with Disabilities Act (ADA) compliant ramps at the intersection of Manzanita Road, Sierra Boulevard, North Frontage Road, South Frontage Road, and Laurel Mountain Road.
- Construction of a retaining wall from Mountain Boulevard to Sierra Boulevard.
- Installation of a pedestrian activated signal at Main Street and the Post Office on eastern side of intersection.
- Relocation and installation of safety lighting, following Town Standards, Section 401 Light Standard.

This study is sponsored by the Town of Mammoth Lakes (TOML). The current (non-escalated) construction cost is \$4,602,000.

<b>Project Limits</b>	<i>09-MNO-203-5.10/5.23 and 5.30/5.66</i>	
<b>Number of Alternatives</b>	<i>3 (2 Build/1 No Build)</i>	
<b>Alternative Recommended for Programming</b>	<i>Alternative #1</i>	
	<b><i>Current Cost Estimate:</i></b>	<b><i>Escalated Cost Estimate:</i></b>
<b>Capital Outlay Support</b>	<i>\$ 145,000</i>	<i>\$157,000</i>
<b>Capital Outlay Construction</b>	<i>\$ 3,840,000</i>	<i>\$4,445,000</i>
<b>Capital Outlay Right-of-Way</b>	<i>\$0</i>	<i>\$0</i>
<b>Funding Source</b>	<i>STIP</i>	
<b>Funding Year</b>	<i>2015/2016, 2016/2017, 2017/2018</i>	
<b>Type of Facility</b>	<i>Sidewalk, Curb and Gutter; ITS Crosswalk System</i>	
<b>Number of Structures</b>	<i>1</i>	
<b>Anticipated Environmental Determination or Document</b>	<i>Categorically Exempt (CE) under CEQA and a Categorically Exclusion (CE) under NEPA</i>	
<b>Legal Description</b>	<i>In Mono County in Mammoth Lakes from Mountain Boulevard to Laurel Mountain Road</i>	
<b>Project Development Category</b>	<i>Category 5 Project (Category 3 if Neg. Dec)</i>	

The project report will serve as approval for the “selected” alternative.

*Note: Capital outlay support includes Town fees only, not costs associated with Caltrans Oversight. Costs for Capital Outlay Support will be provided through other sources than the FTIP.*

## 2. BACKGROUND

### A. Project History

California State Highway 203 is the primary access from U.S. 395 to the resort town of Mammoth Lakes. Common to the Eastern Sierras, the highway becomes the Town's Main Street, providing connectivity between downtown Mammoth with retail and commercial businesses, the gondola to Mammoth Mountain, and the Village area with retail, dining options and resort hotels. In the effort to provide "complete streets," the Town of Mammoth Lakes and Caltrans partnered to construct the Main Street Promenade along the northern and southern sides of SR-203. The facilities are currently maintained under an Encroachment Permit with Caltrans. However, the current sidewalk lacks continuous connectivity from Old Mammoth Road to Forest Trail on Minaret Road, with gaps at the following locations, listed in priority:

- *Phase 1:* On the North side of Main Street, from the Lake Mary Road/Minaret Road intersection to the Main Street/Mountain Boulevard intersection (Route 203, 4.8/5.2)
- *Phase 2:* On the West side of Minaret Road, from the 8050 driveway to the Lake Mary Road/Minaret Road intersection (Route 203, 4.7/4.8)
- *Phase 3:* On the North side of Main Street, from Mountain Boulevard to Sierra Boulevard and from 3330 Main Street to the Main Street/Forest Trail intersection (Route 203, 5.2/5.3 and 5.4/5.6). On the South side of Main Street, from South Frontage Road/Manzanita Road intersection to the Main Street/Laurel Mountain Road (Route 203, 5.4/5.7)

The Town of Mammoth Lakes' staff understood the need to reprioritize the construction of pedestrian facilities along SR-203 by reallocating STIP funding from the programmed roundabout at Meridian Boulevard and Minaret Road. These funds are being reprogrammed to construct the proposed and attached hereinto Lower Main Street Sidewalk Project. This project serves to complete a three-phase initiative by the Town for sidewalks along the length of SR-203. The first phase included a sidewalk along the north side for SR-203 from Minaret Road to Mountain Boulevard. The second phase included a sidewalk and multi-use path along Minaret Road from the 8050 driveway to Main Street. The third phase serves to connect sidewalks from Phase 1 to the pre-existing sidewalks at Sierra Boulevard and complete the remaining sidewalk infrastructure in Lower Main Street area.

### B. Existing Facility

The project site currently consists of a four-lane conventional highway with eight-foot shoulders, steep driveways, three bus stop areas, and no interconnected pedestrian facilities. The proposed projects consist of three separate segments of pedestrian facilities, posing different potential safety concerns, environmental, and constructability issues. The first segment is located between Mountain Boulevard and Sierra Boulevard. The slopes adjacent to the roadway from Mountain Boulevard to Sierra Boulevard are composed of silty sands prone to erosion and support pine trees within five feet of the roadway's shoulder. The existing driveways are narrow, steep or cause drainage issues around the properties and the road. One driveway, serving Nordica Apartments, may require reconstruction to soften the slope and reduce the number of drivers sliding on ice onto Route 203 from the complex as well as meeting the grades required for construction. The second segment is proposed to be constructed from the Post Office Driveway to Forest Trail. This section of roadway is paralleled by North Frontage Road, separating the two traffic corridors with planters and parking areas. Since no pedestrian facilities are offered, pedestrians travel within the roadway shoulder between vehicular traffic coming from the Highway, North Frontage Road, local businesses, and the United States Post Office or will walk along the north side of North frontage Road. The crosswalk beacon at the Post Office intermittently stops working or pedestrian are not seen by drivers, resulting in pedestrians crossing at their personal risk or walking to another crosswalk. The high levels of traffic experienced within these two sections, by both vehicular and non-vehicular

users, pose user conflicts and potential safety concerns (no accidents identified at this time). The third segment is proposed from Manzanita Road to Laurel Mountain Road on the south side of SR-203. No pedestrian facilities are currently offered and pedestrians travel within the roadway shoulder or existing planters separating South Frontage Road and SR-203 vehicular traffic. Other users walk adjacent to the businesses on South Frontage Road or through the parking lots of these local businesses.

The project would construct a sidewalk, provide bus stop areas with shelters, install safety lighting, and update existing facilities to meet ADA and Title 24 requirements.

### **3. PURPOSE AND NEED**

#### **Purpose:**

The purpose of the project is to improve safety by constructing a sidewalk and curb ramps, providing separation between non-vehicular traffic and vehicular traffic, and installing a pedestrian activated signal. The sidewalk and curb ramps will be constructed to meet current Americans with Disabilities Act (ADA) and Title 24 California Code of Regulations (Title 24) standards for slope, size, and horizontal clearance; thereby, bringing all Department of Transportation (Caltrans) operated pedestrian facilities within the project area into compliance with current ADA and Title 24 requirements. The sidewalk construction will establish a separate pathway for pedestrians and will connect to the existing promenade along SR-203. These sidewalks would be built as a third phase of SR-203 sidewalks and provide access from the Village to Downtown Mammoth Lakes. This project achieves continuous connectivity from Old Mammoth Road to the Forest Trail/Minaret Road intersection along SR-203. The installation of the crosswalk facilities (Pedestrian Activated Signal) will require vehicles to stop for pedestrians to cross and achieve a higher vehicular awareness of pedestrians than currently experienced by the existing crosswalk system. A Pedestrian Activated Signal will be installed at the current crosswalk to better manage pedestrians and vehicular conflicts.

#### **Need:**

The SR-203 corridor on the north side from the Mountain Boulevard to Forest Trail and on the south side from Laurel Mountain Road to Manzanita Road lacks pedestrian facilities and lacks of connectivity from Downtown Mammoth to the Village and Lakes Basin. The proposed construction of the sidewalk will close gaps in the pedestrian network along SR-203. This is the final phase of construction of sidewalks along SR-203. The first two phases are SR-203 (North Main Street) Sidewalk and Safety Project and the SR-203 (West Minaret Road) Sidewalk and Safety Project, scheduled for completion by 2017.

The existing pedestrian crossing at the Post Office is difficult to see from traffic entering from side streets, causing potential conflicts between pedestrian and vehicular traffic merging onto Main Street (SR-203). The installation of a pedestrian activated signal and stop, referred to as a pedestrian activated signal, would update existing facilities and would be seen by oncoming vehicular traffic.

### **4. DEFICIENCIES**

No interconnected pedestrian facilities are offered from Mountain Boulevard to Sierra Boulevard. This section of Main Street provides an eight foot shoulder shared by pedestrians, bicyclists, transit users, and buses picking up users. The shoulder is abutted by three driveways with one relatively steep and narrow driveway that tends to be icy after storms and poses a potential for sliding vehicles entering or exiting the driveway. In addition, the natural grades of the land parallel to the shoulder are subject to flooding and erosion since there are no drainage facilities or curbs to divert the stormwater flow. Stormwater improvements will be reviewed during the design of the sidewalk.



The second proposed sidewalk segment connects the Post Office to Forest Trail with pedestrian facilities. Currently, there is a landscaped island between the four-lane State Route 203 and the two-lane North Frontage Road varying from twelve (12') to thirty feet (30') in width. The island shares space for parking, landscaping, and street lights as well as being an area for snow storage during the winter months. Pedestrians are seen walking along the shoulder of SR-203 or within the Frontage Roads during summer to avoid the landscaping and during the winter when the area is used as snow storage. In addition, three entry/exit points are available for vehicular traffic from SR-203 and North Frontage Road with no traffic striping indicating non-vehicular path of travel. Therefore, pedestrians attempting to cross the road must share the street with vehicles on SR-203 pulling into the North Frontage Road intersections, vehicles exiting the adjacent businesses along North Frontage Road, vehicles pulling onto SR-203 from North Frontage Road, and vehicles traveling west bound on SR-203. The existing pedestrian crosswalk at the Post Office cannot be seen by vehicles coming from cross street and causes intermittent issues with pedestrians crossing the street. Caltrans staff recommended the installation of the Pedestrian Activated Signal to minimize any non-vehicular and vehicular conflicts.

These areas were not reviewed by the Town of Mammoth Lakes in the ADA Transition Plan's Self Evaluation. However, this project would bring this area into compliance with the ADA and Title 24 requirements as satisfying the initiative for "complete streets."

## 5. CORRIDOR AND SYSTEM COORDINATION

The improvements provided are consistent with the Mono County Regional Transportation Plan, updated in 2008 and adopted February 11, 2008, prepared in conjunction with the Mono County Local Transportation Commission, the Mono County Community Development Department, and the Town of Mammoth Lakes Community Development Department. The Mono County Regional Transportation Plan includes sidewalk improvements as part of an overall circulation plan. Specifically, Policy 4 provides direction to "develop a safe and convenient pedestrian circulation system as a portion of the total transportation network."

The improvements are consistent with the Town of Mammoth Lakes' Draft Mobility Element, which was last updated in 2012 and undergoing the process for adoption by the Town Council in the fall of 2016. The Draft Mobility Element includes providing complete streets throughout Mammoth Lakes and follows Policy M.1.1. and Policy M.1.2. Policy M.1.1 is to "plan, design, and construct all new streets as 'complete streets' and work to retrofit and/or accommodate 'complete streets' infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character. Facility design should strive to minimize topographical challenges." Policy M.1.2. is to "provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multimodal access, disperse traffic, improve emergency access, and reduce congestion."

The proposed project has been planned as part of the Town's Main Street Implementation Plan and will be designed through a coordinated effort by the Town and Caltrans. The Town will perform the design and administer construction with oversight from Caltrans. A Maintenance Agreement will be executed between the Town and Caltrans, designating the Town responsible for the maintenance and snow removal from the sidewalk. The proposed project will remain open all seasons, with the Town responsible for snow removal.

An Oversight Cooperative Agreement will be executed between the Town and Caltrans to designate the Town responsible for Design and Construction administration and Caltrans responsible for oversight. The Agreement will include recitals describing invoicing process for reimbursing the Town. The Agreement

will also include recital for Source Inspection Quality Management Plan (SIQMP) for items installed within the State right of way. The Cooperative Agreement will authorize project phases to be opened in order to reimburse the Town. Funding requests will be submitted to the CTC allocation of the funds in the year programmed. The Town will provide a "Finance Letter" and associated paperwork to Caltrans to facilitate the CTC request. The Town will be reimbursed for all work necessary to complete the preferred alternative including construction capital, construction support, and design support, with the exception of utility relocation.

## 6. ALTERNATIVES

There are three alternatives including the "No Build" alternative. Alternative #1 offers the "ultimate build" by aligning the sidewalk to follow the Town's Main Street Plan for future development. The ultimate build aligns the sidewalk adjacent to both Frontage Roads, narrowing portions of the South Frontage Road to accommodate the sidewalk and street lighting. The sidewalk alignments for Alternative #1 and Alternative #2 vary no more than 10 feet. Alternative #1 allows SR-203 to be widened to accommodate on-street parking without having to reconstruct the proposed sidewalk. Each alternative discusses other considerations and concerns presented by Town staff during the initial Field Review and preferences.

### 6A. Viable Alternatives

#### Alternative #1: Construct Sidewalks Adjacent to the Frontage Road

- Construction of a sidewalk with curb and gutter on SR-203, from the Mountain Boulevard to Sierra Boulevard (north side), from the Post Office to Forest Trail (north side), and from Manzanita Street to Laurel Mountain Road (south side).
- Construction/reconstruction of seventeen (17) ADA-compliant ramps at the intersection of Manzanita Road, Sierra Boulevard, North Frontage Road, South Frontage Road, and Laurel Mountain Road.
- Reconstruction of three (3) bus shelters.
- Construction of a retaining wall from Mountain Boulevard to Sierra Boulevard.
- Installation of a Pedestrian Activated Signal on Main Street at the Post Office's entrance.
- Relocation and installation of safety lighting, following Town Standards, Section 401 Light Standard.

Review of the project and engineering considerations to date:

The Town of Mammoth Lakes accepted the Main Street Plan with phases of construction for a cycle way (bicycle facilities), pedestrian promenades, the removal of South and North Frontage Road for private developments, and the construction of a parking lot. The first implementation step includes the construction of a sidewalk in the downtown district, which includes sidewalks along the north side of SR-203 from the Post Office to Forest Trail and along the south side of SR-203 from Manzanita Road to Laurel Mountain Road. The sidewalks would be constructed closest to the Frontage Roads, thereby, providing space to widen SR-203 for future on-street parking. This proposed alignment would require the reduction of some parking spaces along South Frontage Road, the relocation of one lighting standard, and provide the correct alignment for what would be the future "cycle track" (bicycle facilities). Attachment C shows the cross section for the Downtown District of Mammoth. This alignment was reviewed by Caltrans staff during the comment periods for the Town of Mammoth Lakes' Main Street Plan.

The sidewalk along the north side of SR-203 from the Post Office to Forest Trail would remain within the landscaping islands and existing curbs. The proposed alignment provides a path closest to North Frontage and protects existing parking. The design is proposed with no reductions in parking spots or a need to relocate the existing lighting standards.

The sidewalk from Mountain Boulevard to Sierra Boulevard shall be placed adjacent to the north side of SR-203. The adjacent slopes are steep, requiring a cut into the existing slope and construction of a retaining wall to provide the needed sidewalk width. Alternatively, the path could travel the existing slope; however, this option was not chosen due the amount of additional cut, the elevation of adjacent slopes and the need for additional retaining walls. The installation of sidewalk from Mountain Boulevard to Sierra Boulevard will require the reconstruction of a portion of the driveways to match grade. This alignment does not change from Alternative #1 and Alternative #2.

## **6B. Rejected Alternatives**

### Alternative 2: Construct Sidewalks Adjacent to SR-203

- Construction of a sidewalk with curb and gutter on SR-203, from Mountain Boulevard to Sierra Boulevard (north side), from the Post Office to Forest Trail (north side), and from Manzanita Street to Laurel Mountain Road (south side).
- Construction/reconstruction of seventeen (17) ADA-compliant ramps at the intersection of Manzanita Road, Sierra Boulevard, North Frontage Road, South Frontage Road, and Laurel Mountain Road.
- Reconstruction of three (3) bus shelters
- Construction of a retaining wall from Mountain Boulevard to Sierra Boulevard.
- Installation of a Pedestrian Activated Signal at Main Street and the Post Office.
- Relocation and installation of safety lighting, following Town Standards, Section 401 Light Standard.

Review of the project and engineering considerations to date:

The Town considered the path alignment immediately adjacent to SR-203 as opposed to immediately adjacent to the Frontage Roads. This alignment was rejected because it did not comply with the intent of the Main Street Plan as it would build the proposed sidewalk within areas where SR-203 could be widened to accommodate on-street parking. The proposed sidewalk would have to be demolished and relocated at a later date.

The sidewalk along the north side of SR-203 from the Post Office to Forest Trail would remain in the landscaping islands and existing curbs. The alternate alignment considered placing the sidewalk immediately adjacent to westbound SR-203. However, this option was rejected because the design did not follow the intent of the Main Street Plan, included high costs associated with relocating the existing lighting standards, and the sidewalk would have to be reconstructed when SR-203 was widened for street parking at a future date. Another alignment considered was to eliminate the parking off of North Frontage by placing the sidewalk along the existing parking spaces. This alignment was rejected due to the parking shortages experienced off of North Frontage Road and the lack of political support from Town Council and local businesses.

The sidewalk from Mountain Boulevard to Sierra Boulevard is identical to the Alternative #1 explanation and another option is not acceptable at this time.

Alternative 3: No Build

No work to be performed at site. This alternative was not considered to be viable because it does not meet the purpose or need of the project.

**7. COMMUNITY INVOLVMENT**

The Town underwent a thorough public engagement process, including discussions with Main Street property and business owners, community members, and interested stakeholders. In early April 2013, the Town held a series of public workshops, open house events, and meetings with stakeholders to discuss strategic, phased solutions aimed at achieving the Main Street vision. The meetings were considered a success with detailed materials identified on the Town of Mammoth Lakes website ([www.ci.mammoth-lakes.ca.gov](http://www.ci.mammoth-lakes.ca.gov)). The Town continued coordination with stakeholders, including Caltrans, with drafts sent for review. The document was presented to the Town Council and the Planning and Economic Development Commission at a joint meeting on October 16, 2013. The public comment period closed on November, 15, 2013. The Final Main Street Plan that was accepted by the Town Council in February 2014 identified the scope of the Lower Main Street Sidewalk Project as an implementation step for Downtown Mammoth Lakes.

**8. ENVIRONMENTAL DETERMINATION/DOCUMENT**

The project is anticipated to be a Categorical Exemption for the California Environmental Quality Act and Categorically Excluded under NEPA. The Lower Main Street Sidewalk Project is anticipated to be exempt per California Environmental Quality Act, Section 15301, in that the changes proposed to the existing facilities include the “operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency determination.” These “existing facilities” include “existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities,” per Section 15301(c). In addition, the project site is in a heavily disturbed area and within the current limits of the Town’s Right-of-Way or an existing easement.

**9. FUNDING/PROGRAMMING**

Fund Source	Fiscal Year Estimate					
	FSTIP (Code Unknown)	15/16	16/17	17/18	18/19	Total
Component	In thousands of dollars (\$1,000)					
PA&ED		58				<b>58</b>
PS&E			99			<b>99</b>
Right of Way						
Construction				4,370		<b>4,370</b>
Construction Support				75		<b>75</b>
<b>TOTAL</b>		<b>58</b>	<b>99</b>	<b>4,445</b>		<b>4,602</b>

The project will be funded from local funds or the FSTIP program. FTIP is considered only for construction.

Funding for Alternative #2 and Alternative #3 was not considered. These options were rejected in initial discussions between the Town of Mammoth Lakes staff due to the need for “complete streets” in the commercial and retail areas adjacent to SR-203 (Main Street).

## 10. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	06/30/2016
BEGIN ENVIRONMENTAL	M020	08/01/2016
NOTICE OF PREPARATION (NOP)	M030	
NOTICE OF INTENT (NOI)	M035	
CIRCULATE DPR & DED EXTERNALLY	M120	
PA & ED	M200	06/15/2017
DRAFT STRUCTURES PS&E	M378	03/15/2018
PROJECT PS&E	M380	03/15/2018
RIGHT OF WAY CERTIFICATION	M410	
READY TO LIST	M460	8/15/2018
AWARD	M495	11/1/2018
APPROVE CONTRACT	M500	11/30/2018 (Enter Into Winter Suspension)
CONTRACT ACCEPTANCE	M600	09/30/2019
END PROJECT	M800	12/15/2019

*M030 and M035 are only required if the environmental document is an EIR/EIS, M120 is only required if there is a draft environmental document that will be released to the public, and M378 is not required, but optional if there are structures involved, delete rows as needed.*

## 11. RISKS

The project risks are identified in the Risk Register. Details of the possible risks are as follows:

The proposed project considers the design of one retaining wall adjacent to SR-203 and slope cutting to widen the road for the pedestrian improvements. The retaining walls are subject to Town of Mammoth Lakes planning documents for aesthetic design and review by Caltrans for structural compliance. The Town has a general design “character” for retaining walls to fulfill its “Village in the Trees” branding and match the walls constructed during Lake Mary Bike Path Project. The retaining walls will be designed to meet the typical Caltrans structural standard with a sculpted concrete facing to satisfy Town Standards. Therefore, the review of the retaining walls and increased coordination between Caltrans District 9 and Headquarters for final approval on structures will require additional review time.

Another design consideration and constructability issue is the insufficient or limited construction staging areas and continuous access to adjacent properties. The project site is limited by the shoulder areas, steep slopes from Mountain Boulevard to Sierra Boulevard, the Nordica Apartments and Econo Lodge driveways, and the two-way traffic between North Frontage Road and SR-203. The staging areas are limited to off-site equipment storage or pursuing negotiations with property owners of vacant parcel lots and parking lots. During construction, at least one SR-203 traffic lane will be closed and require

flaggers throughout the day. The project site requires continuous access to at least one driveway along Mountain Boulevard to Sierra Boulevard and one intersection available for travel on North Frontage Road. In addition, lane closures may be reduced due to high traffic times or special events occurring during the summer months. The proposed strategy is to reduce the hours worked or possibly increase the project completion time for increased safety to residents, vehicular traffic, and construction staff.

Other issues with utility relocation were experienced with recent Caltrans funded projects along Canyon Boulevard and Meridian Boulevard. The lack of staff and financial resources for some local agencies result in project delays. Therefore, the risks include utility relocation requiring more time than planned and utility companies experiencing high workloads, financial conditions, and timelines. The proposed strategy is early communication and avoidance of existing facilities where possible.

Risks are identified and documented in the Risk Register in Attachment J.

## 12. FHWA COORDINATION

This project is considered to be an Assigned Project in accordance with the current FHWA and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement. However, FHWA oversight is not expected. This project does not follow the criteria specified for a High Profile Project.

## 13. PROJECT REVIEWS

District Maintenance <i>Craig Holste</i>	Date <u>6/14/2016</u>
District Traffic Safety Engineer <i>Terry Erlwein, PE</i>	Date <u>6/14/2016</u>
District Design Reviewer <i>Bryan Winzenread, PE</i>	Date <u>6/14/2016</u>
Project Manager <i>Brian McElwain, PE</i>	Date <u>6/14/2016</u>
FHWA <i>Not applicable</i>	Date _____
District Safety Review <i>Committee</i>	Date <u>6/14/2016</u>
Constructability Review <i>PDT</i>	Date <u>6/14/2016</u>

## 14. PROJECT PERSONNEL

*Haislip Hayes, PE, Engineering Manager, Phone: (760)965-3652, Email:*  
[hhayes@townofmammothlakes.ca.gov](mailto:hhayes@townofmammothlakes.ca.gov)

*Jamie Robertson, Assistant Engineer, Phone: (760)965-3653, Email:*  
[jrobertson@townofmammothlakes.ca.gov](mailto:jrobertson@townofmammothlakes.ca.gov)

## 15. CALTRANS CONTACTS

Brain McElwain, PE (760) 872-4361  
 Caltrans Project Manager  
 Caltrans District 9  
 500 South Main Street  
 Bishop, CA 93514

Terry Erlwein, PE (760) 872-0650  
 District Traffic Operations Engineer

Caltrans District 9  
500 South Main Street  
Bishop, CA 93514

Truman Denio, PE  
Design Manager  
Caltrans District 9  
500 South Main Street  
Bishop, CA 93514

(760) 872-0733

Angie Calloway  
Environmental Manager  
Caltrans District 9  
500 South Main Street  
Bishop, CA 93514

(760) 872-2424

Nancy Escallier  
Right-of-Way Manager  
Caltrans District 9  
500 South Main Street  
Bishop, CA 93514

(760) 872-0641

Nick Sprague  
Oversight Engineer  
Caltrans District 9  
500 South Main Street  
Bishop, CA 93514

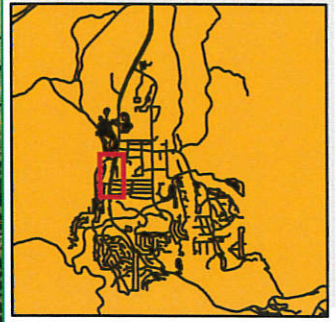
(760) 872-0635

## 16. ATTACHMENTS

- A. Location Map
- B. Typical Cross Sections and Layout Sheets
- C. Downtown Concept for Main Street – Typical Sections
- D. Right of Way Data Sheet
- E. Environmental Document
- F. Construction Cost Estimate
- G. Storm Water Data Report (Short Form)
- H. Traffic Management Plan Checklist
- I. Traffic Index (TI) Calculations and Design Designation Report
- J. Risk Register Report

**Attachment A**  
**Location Map**





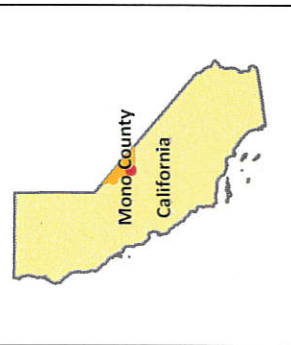
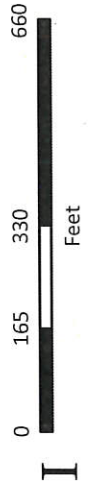
Town of Mammoth Lakes  
 PO Box 1609  
 Mammoth Lakes, CA  
 93546  
 (760) 934-8989  
 mammoth-lakes.ca.us

The information contained on this map is for reference purposes only and is in no way intended to serve as a legal description of property or other boundaries. The information on this map is subject to change without notice. This map is not to be reproduced or re-used without the prior permission of the Town of Mammoth Lakes.

### LOWER MAIN STREET SIDEWALK PROJECT

Exhibit A

**PROJECT LOCATION**  
 Extent of Project Modifications along SR-203,  
 proposed path location



**Attachment B**  
**Typical Cross Sections and Layout Sheets**

DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	1	7

**STATE ROUTE 203  
IN MAMMOTH LAKES,  
MONO COUNTY  
FROM MOUNTAIN BLVD TO  
LAUREL MOUNTAIN ROAD**

**PROJECT**



**LOCATION MAP**



NO SCALE

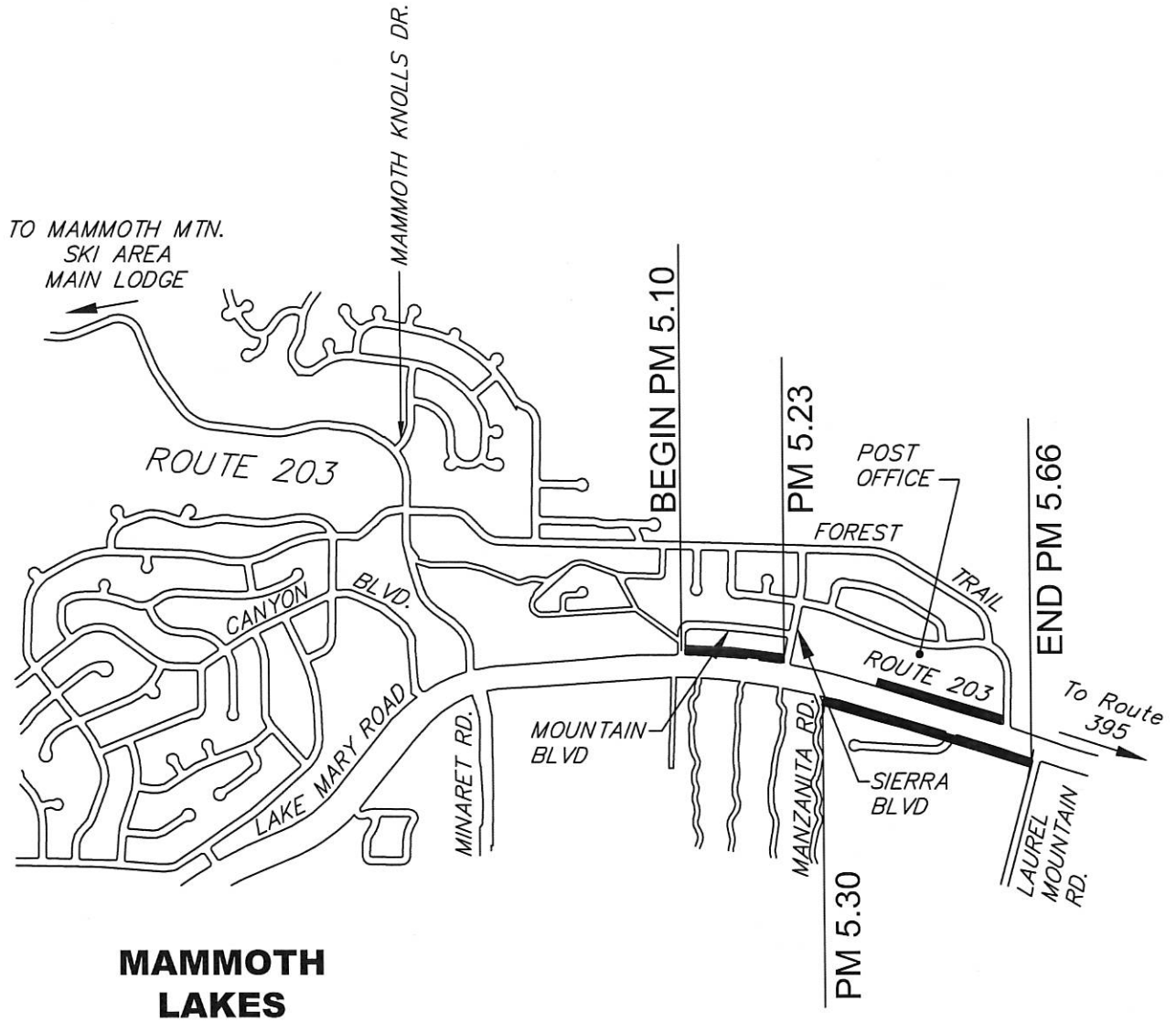
SR 203 MAIN STREET PSR



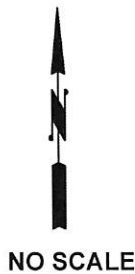
triad/holmes associates

06/23/2016

DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	2	7



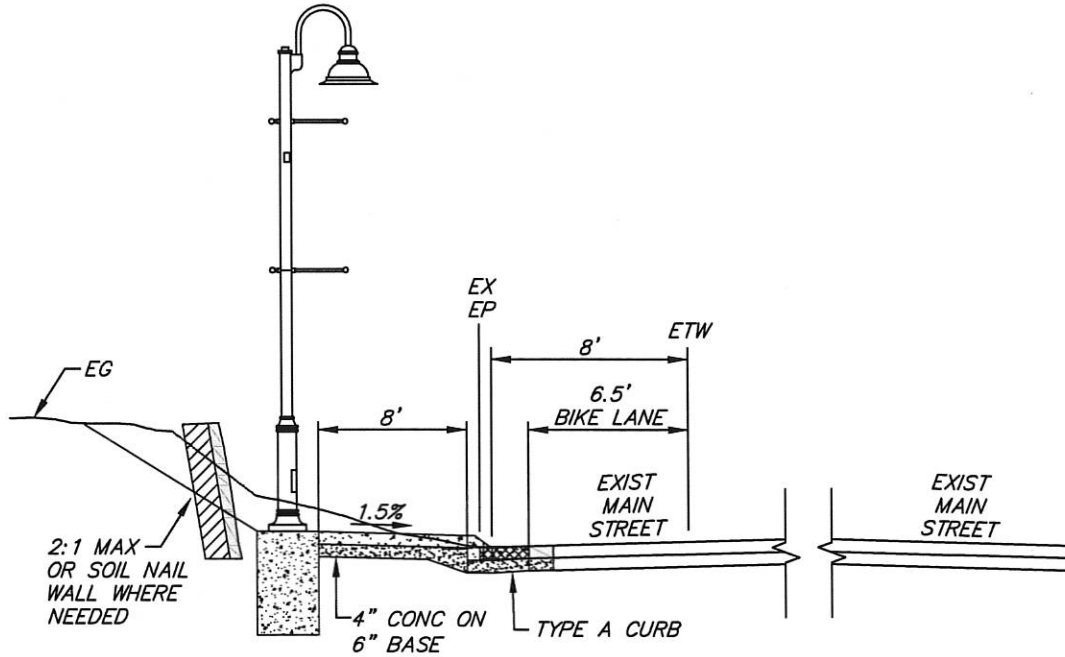
**MAMMOTH LAKES**



SR 203 MAIN STREET PSR	
triad/holmes associates	06/23/2016

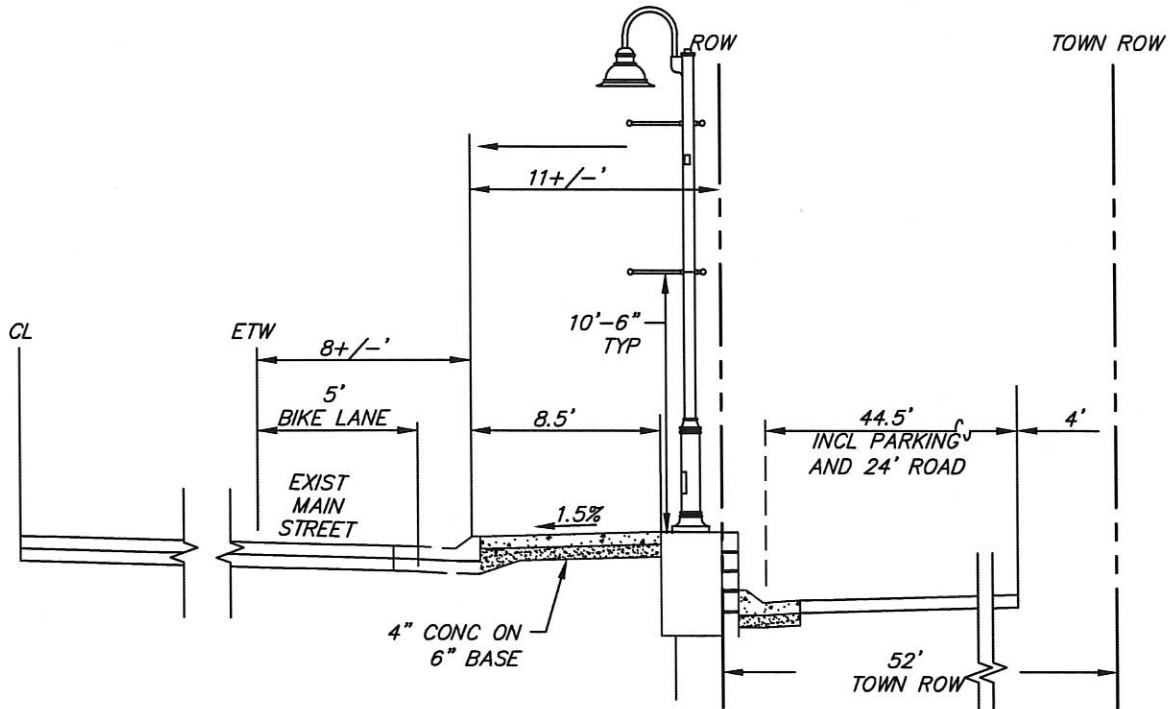
k:\01 Mammoth\4025 PSR main\acad\PSR\4025 Main St PSR ph 3c R1.dwg Jun 23, 2016 - 9:28am mpavlovsky

DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	3	7



**TYPICAL SECTION A**

STA 841+00 - 848+32 NORTH SIDE OF MAIN STREET  
N.T.S.



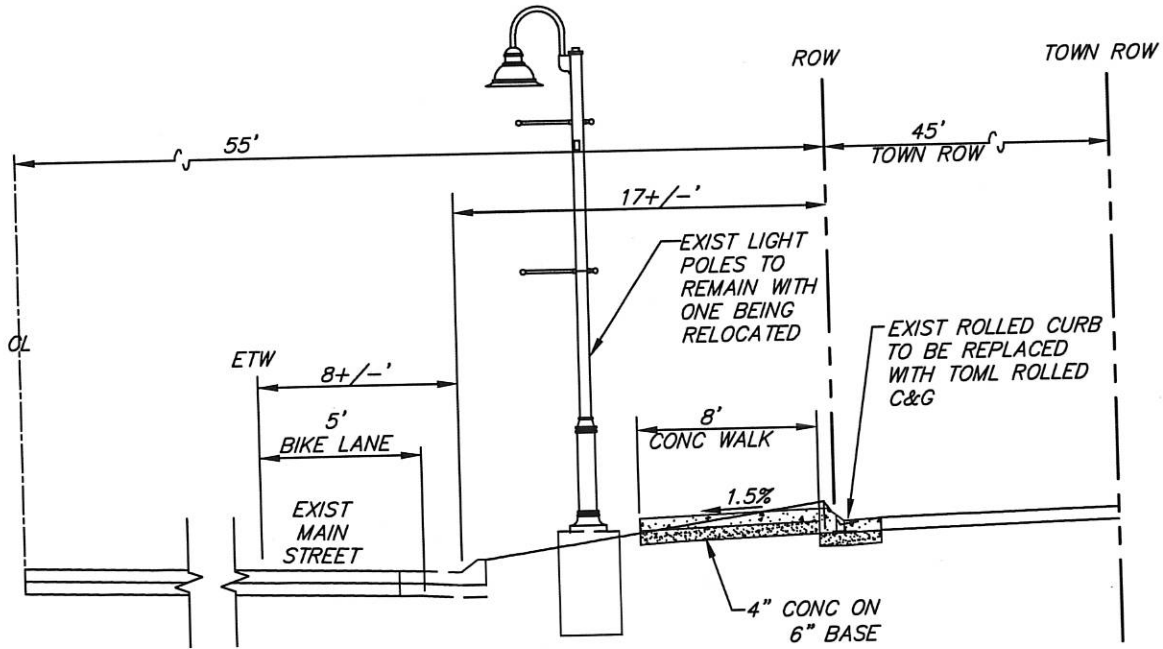
**TYPICAL SECTION B**

STA 852+50 - 854+80 SOUTH SIDE OF MAIN STREET  
N.T.S.

K:\01 Mammoth\4025 PSR main\ecad\PSR\4025 Main St PSR ph 3c Fl.dwg Jun 23, 2016 - 9:28am, mpawlovsky

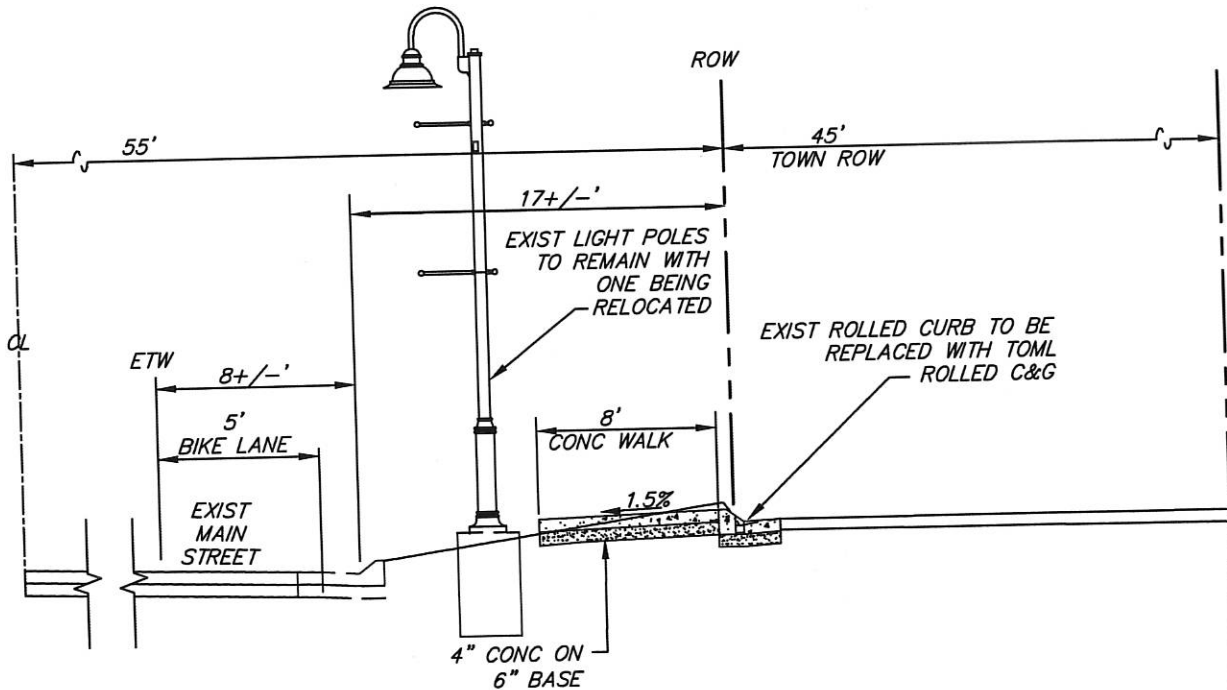
SR 203 MAIN STREET PSR	
 triad/holmes associates	06/23/2016

DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	4	7



**TYPICAL SECTION C**

STA 855+00 - 870+00 SOUTH SIDE OF MAIN STREET  
N.T.S.



**TYPICAL SECTION D**

STA 858+60 - 866+90 NORTH SIDE OF MAIN STREET  
N.T.S.

SR 203 MAIN STREET PSR

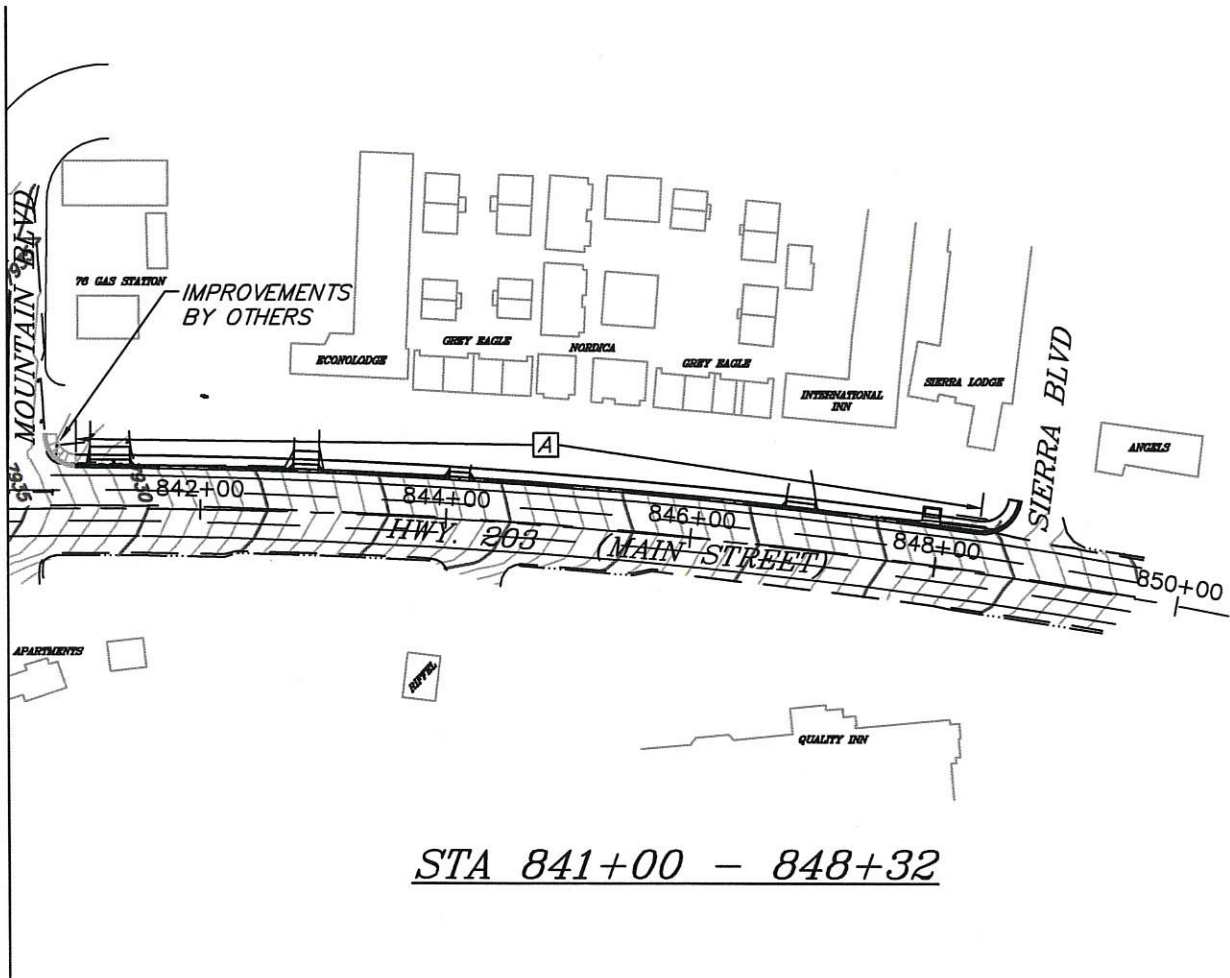


triad/holmes associates

06/23/2016

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DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	5	7



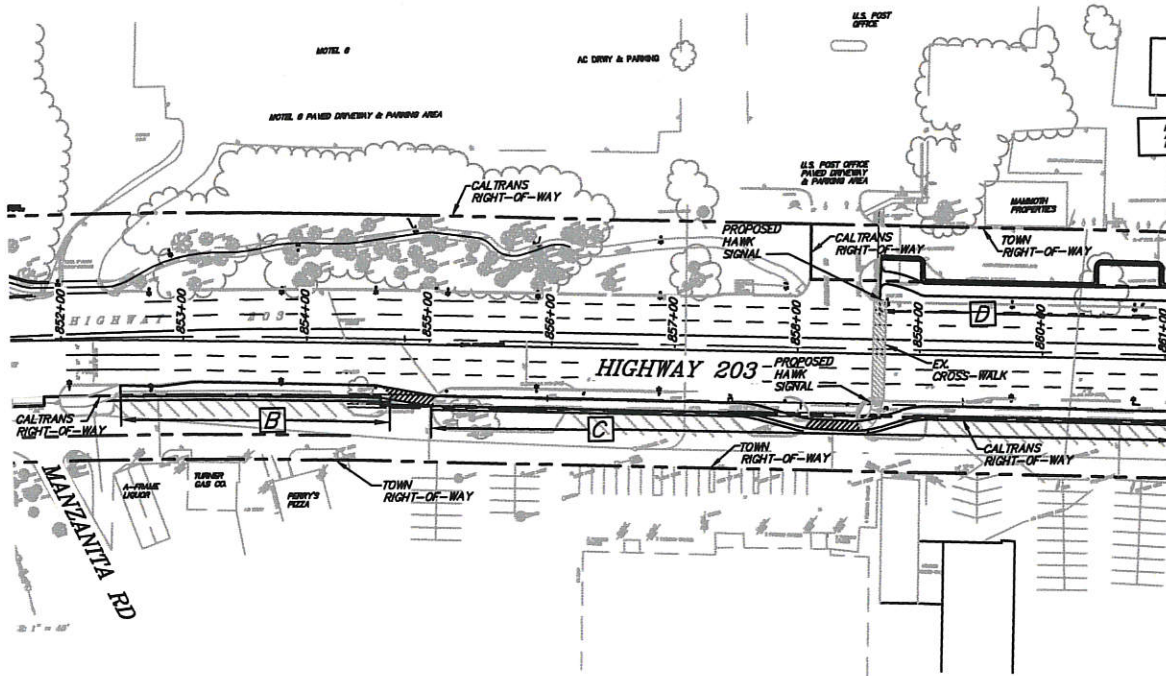
STA 841+00 - 848+32



SR 203 MAIN STREET PSR	
 triad/holmes associates	06/23/2016

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DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	6	7



MATCHLINE SEE SHEET 7

STA 852+00 - 861+00



SR 203 MAIN STREET PSR



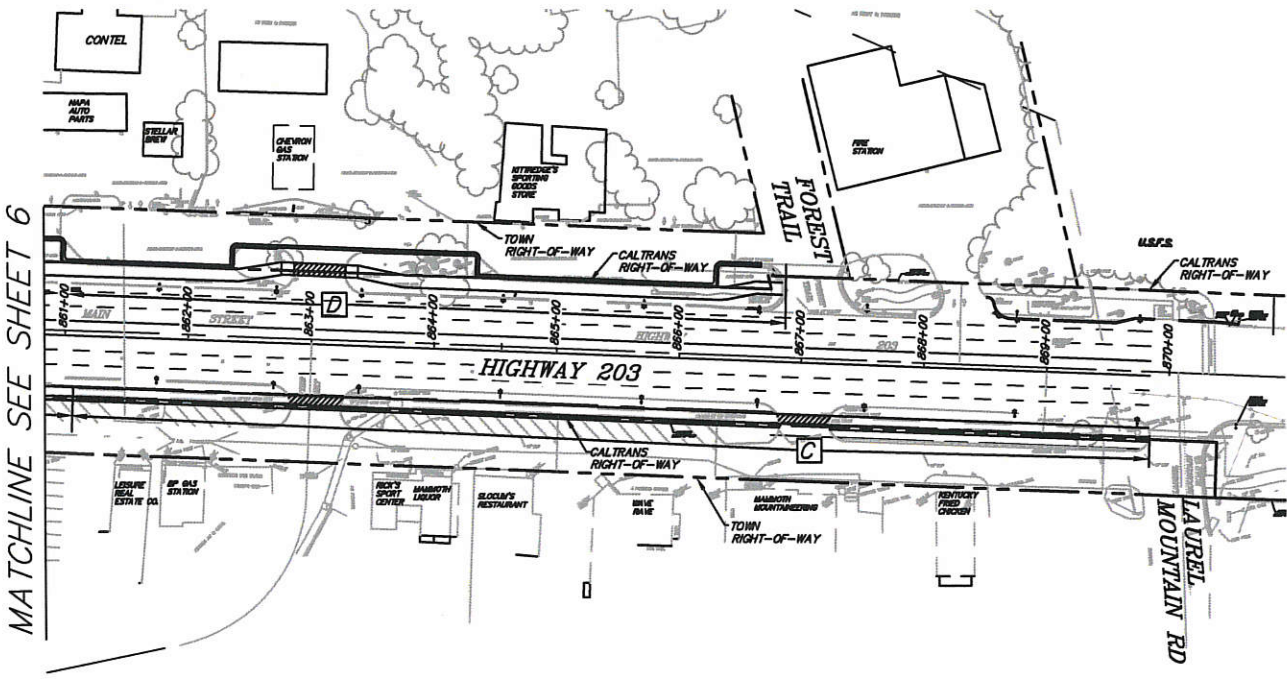
triad/holmes associates

06/23/2016

K:\01 Mammoth\4025 PSR main\acad\PSR\4025 Main St PSR.ph 3c.R1.dwg Jun 23, 2016 - 9:28am. mpa@holmes.com



DIST	COUNTY	ROUTE	TOTAL PROJECT	No	SHEETS
09	Mno	203	PM 5.10 - 5.66	7	7



MATCHLINE SEE SHEET 6

STA 861+00 - 870+00



SR 203 MAIN STREET PSR	
 triad/holmes associates	06/23/2016

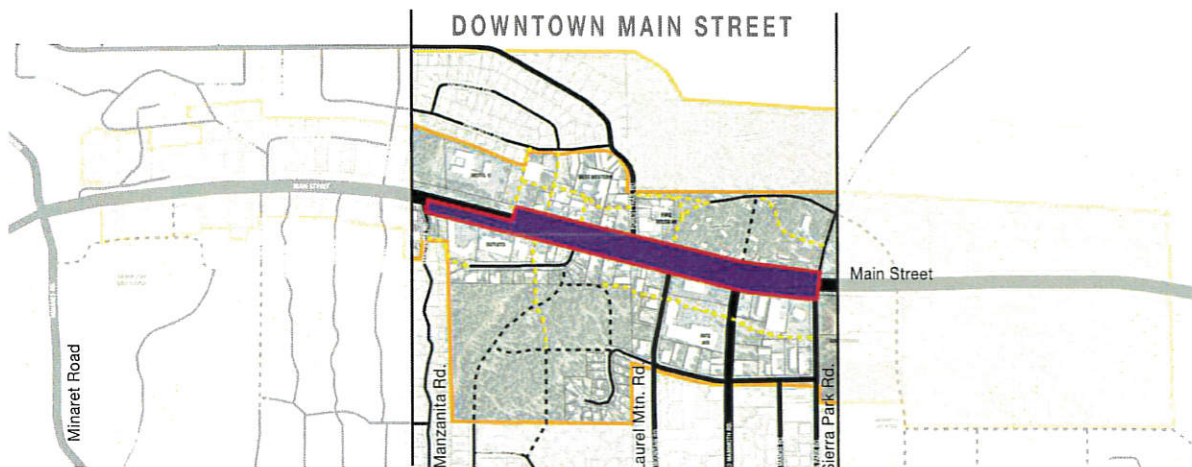
K:\01 Mammoth\4025 PSR main\acad\PSR\4025 Main St PSR ph 3c R1.dwg Jun 23, 2016 - 9:28am, mpavlovsky

**Attachment C**  
**Downtown Concept for Main Street – Typical Sections**

## DOWNTOWN CONCEPT FOR MAIN STREET TYPICAL SECTIONS PER THE MAIN STREET PLAN (2014)

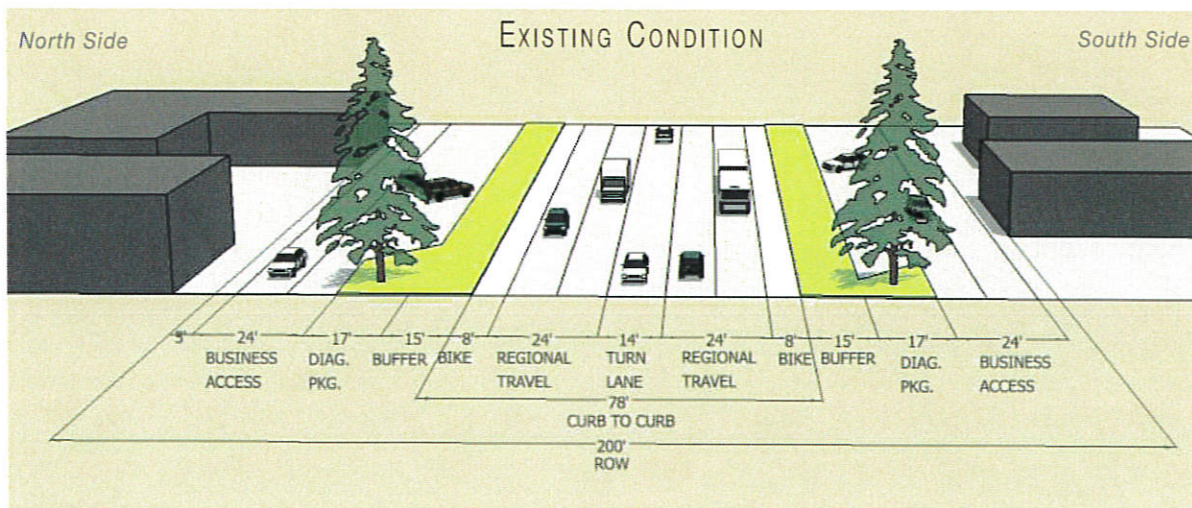
### Downtown Main Street - A Grand Avenue

At the heart of downtown, the street would be reconfigured as a “grand avenue” that serves as a signature image for the Town.



### EXISTING CONDITIONS IN THE DOWNTOWN MAIN STREET AREA

The Town has recently completed some pedestrian, bike and landscape improvements in the Downtown Main Street area. However, the overall design and configuration of Main Street in this area remains dominated by cars, with most existing buildings separated from the street by parking areas and driving lanes. Frontage lanes exist on both the north and south side of Main Street throughout most of the Downtown Main Street area. Although these lanes reduce the need for multiple driveways and provide access to parking areas, they also create a very wide, auto-centric area between businesses on either side of Main Street (see below.)



*Note: shadows are shown at summer solstice.*

## RECOMMENDED DESIGN FOR THE DOWNTOWN MAIN STREET AREA

Downtown Main Street will be the heart of the improved Downtown character area. The design for this section of the street includes:

- Two auto travel lanes in each direction along Main Street
- A landscaped median and more formal turn lane in the center of the street
- Parallel parking within the curb-to-curb dimension (replaces existing bike lanes)
- A landscape buffer area, cycle track and wide sidewalk outside of the curb
- Removal of the frontage roads to allow redevelopment to move forward to the edge of the new sidewalk (approximately 35' closer to the street than most existing buildings)

### Key Features:

- 130' Main Street right-of-way
- 14' median
- On-street parallel parking
- Protected bike lanes (cycle track)
- 70' \*land gain (35' each side)
- Significant trees saved
- 6' buffer, 12' sidewalk

### Opportunities:

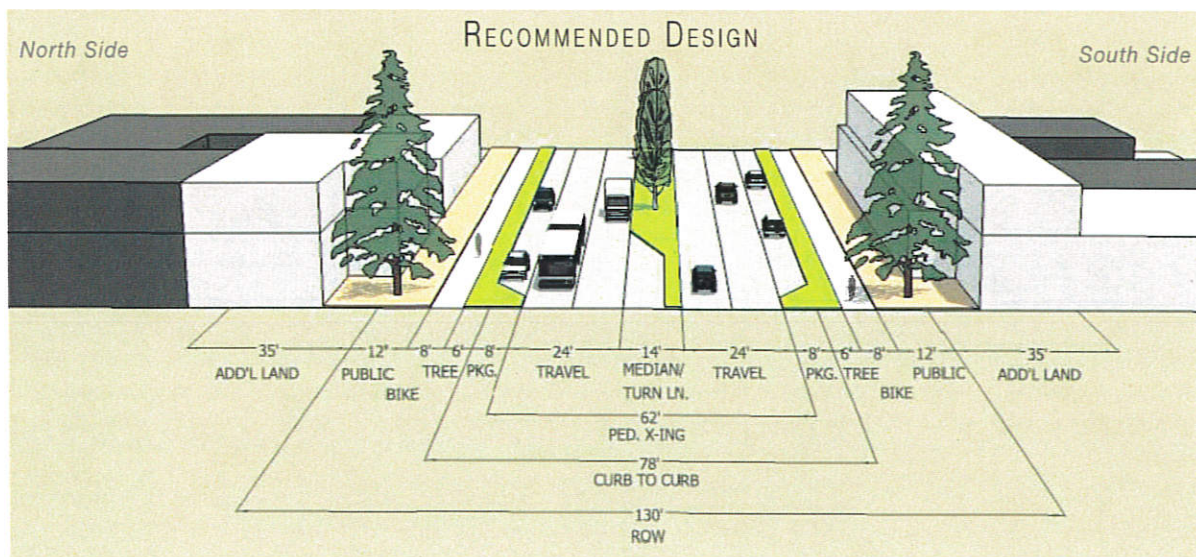
- Approximately 12.7 acres gained for redevelopment
- Keeps existing curb-to-curb dimension
- Easily phased
- Significant trees saved
- Median used for temporary snow storage
- Bikes and pedestrians protected from snow sludge/splashing

### Constraints:

- May be difficult to parallel park with heavy traffic
- The Town (or management district) would be responsible for maintaining the bike path (rather than CalTrans)
- Need creative financing strategy to help pay for pedestrian upgrades



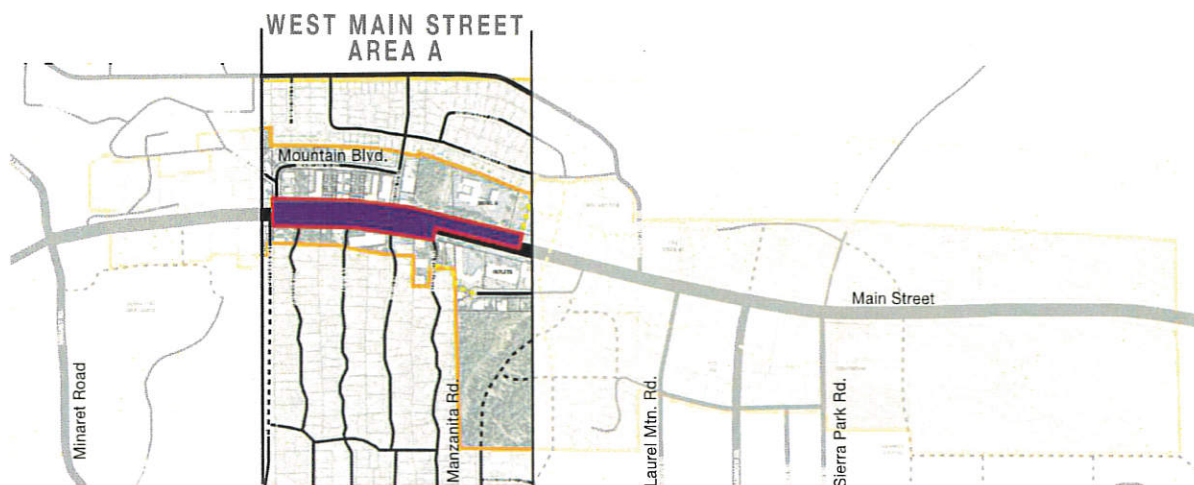
\*Land gain = land that could become available for redevelopment under special conditions (see Chapter 8.)



Note: shadows are shown at summer solstice.

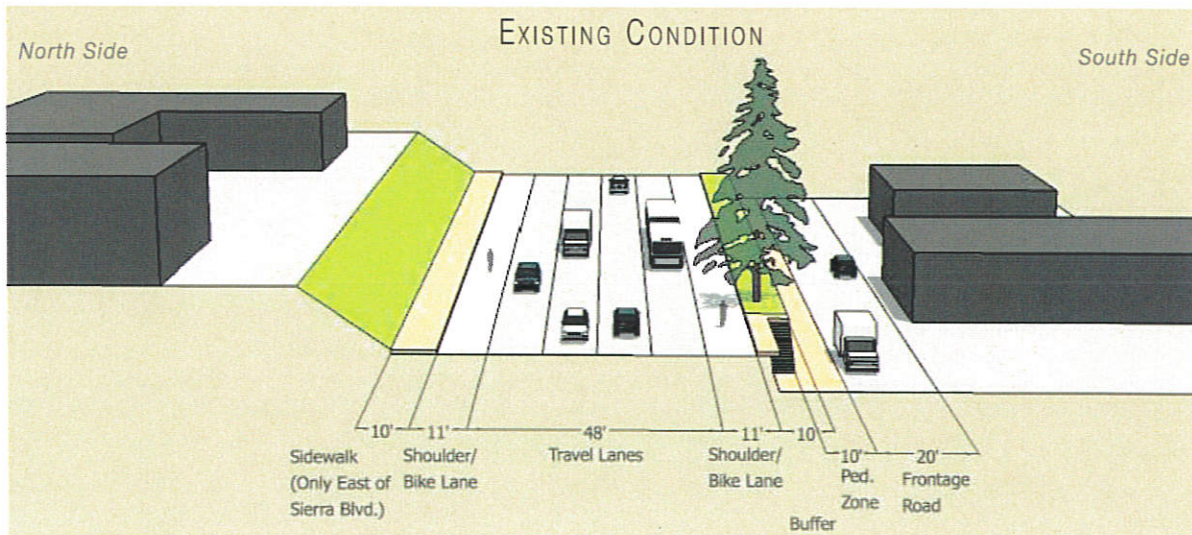
## West Main Street Area A

The West Main Street Area A includes recent pedestrian improvements along the south side of Main Street and portions of the north side. The idea is to continue this progress. This is where significant grade changes on either side of Main Street begin to occur.



### EXISTING CONDITIONS IN WEST MAIN STREET AREA A

The Town has recently made pedestrian upgrades on the south side of Main Street in this area, including a new sidewalk at the frontage road level with stairs and ramps leading up to the street level to access bus stops (5' to 15' above the frontage road). The north side of Main Street includes a sidewalk/multi-use path from the Motel 6 property to the bus stop just west of Sierra Blvd. There is no pedestrian infrastructure on the north side of Main Street west of the bus stop. The existing street includes two travel lanes in each direction and a bike lane/shoulder on either side of the street. The existing continuous left turn lane ends west of Manzanita.



Note: shadows are shown at summer solstice.

## RECOMMENDED DESIGN FOR WEST MAIN STREET AREA A

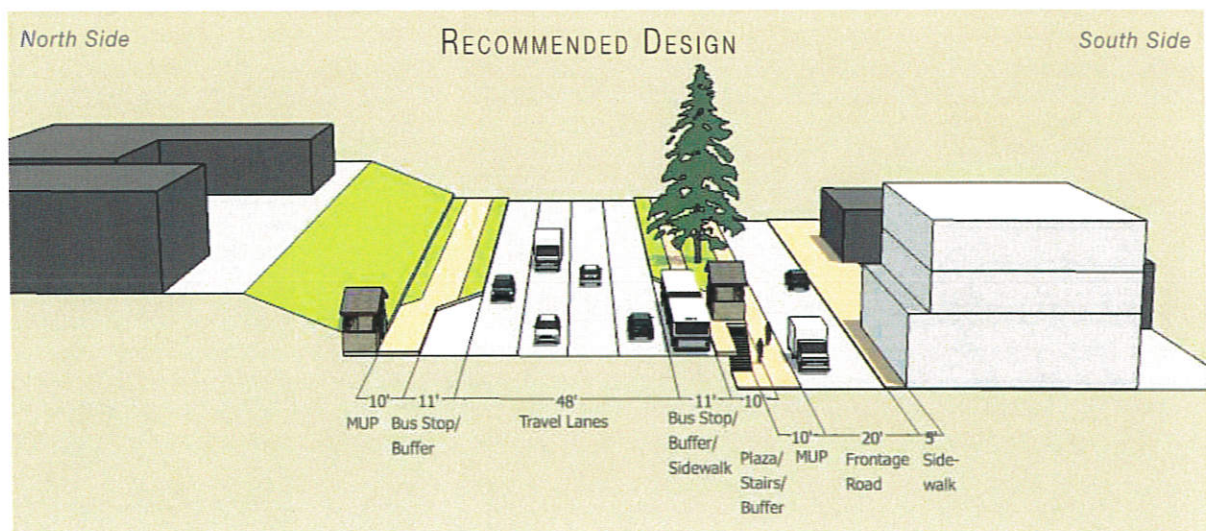
This street design area supports enhanced pedestrian, bicycle and transit features, as well as new development opportunities. However, because of the grade change and south side frontage road remaining in place, it may not see as much pedestrian activity as downtown. The design for this section of the street includes:

- Retaining recent improvements along the south side of Main Street
- New landscaping, sidewalk, and bus pullouts replace the existing bike lane/shoulder
- New bus shelters on the south and north (carved into the hillside) side of the street
- Conversion of the existing wide sidewalk at the south-side frontage road level into a multi-use path for pedestrians and bicycles (bicycles may choose to use the frontage road, which would include \*sharrows)
- New sidewalks in front of businesses along the existing frontage road
- Encouraging redevelopment to move up to the sidewalk edge along the frontage road to create a more pedestrian-friendly environment (If parking remains in front of buildings, landscape buffers could minimize the visual impact of cars)
- Possible conversion of the frontage road into a one-way travel lane with parallel parking adjacent to businesses
- Retaining the existing multi-use path east of Sierra Boulevard, in front of the Motel 6
- A new multi-use path to connect into the existing path in front of Motel 6

### Key Features:

- 200' right-of-way (48' curb-to-curb)
- No on-street parking
- Mixed-use paths (peds/bikes)
- Significant trees saved
- Frontage Road kept on south side
- New transit stops/plazas

\*a sharrow is a painted icon in the street to indicate that autos must share the lane with bicyclists.



Note: shadows are shown at summer solstice.

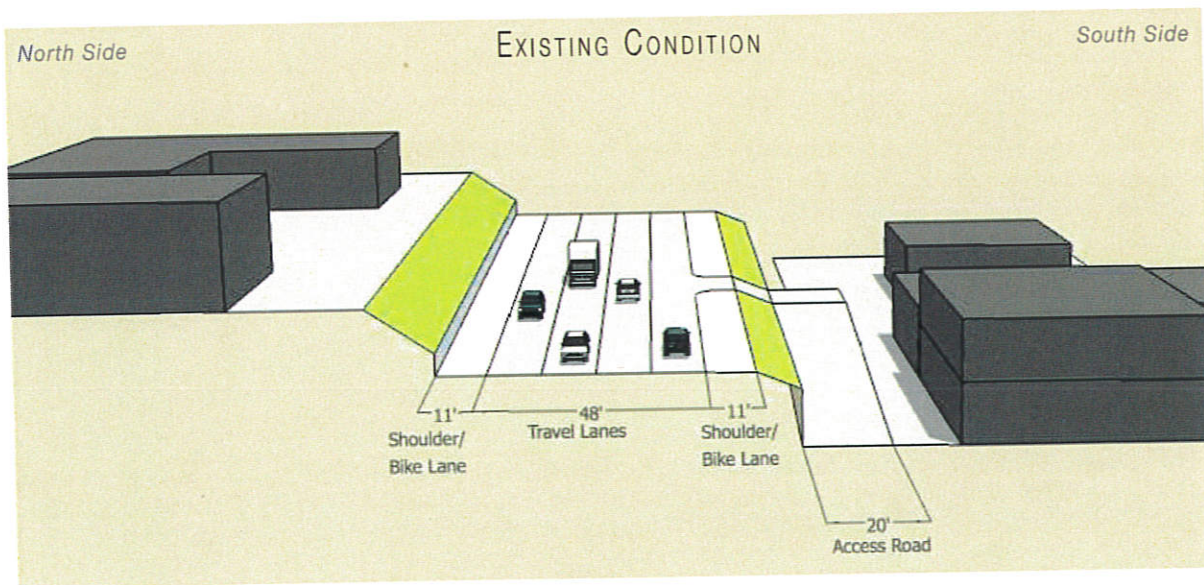
## West Main Street Area B

West Main Street Area B currently includes no pedestrian or bike facilities except for the extended shoulder along Main Street, which does not properly define areas for either mode of travel. In order to connect the corridor, improvements for pedestrians and bicyclists will be needed in this area.



### EXISTING CONDITIONS IN WEST MAIN STREET AREA B

This area is currently automobile-oriented, with no sidewalks, and steep sloping hillsides that separate buildings from the street. A shoulder along the highway provides a bike lane and space for pedestrians. Individual driveways for each property provide access to buildings on the south side of Main Street. On the north side, Viewpoint Road traverses the hill to provide access.



Note: shadows are shown at summer solstice.

## RECOMMENDED DESIGN FOR WEST MAIN STREET AREA B

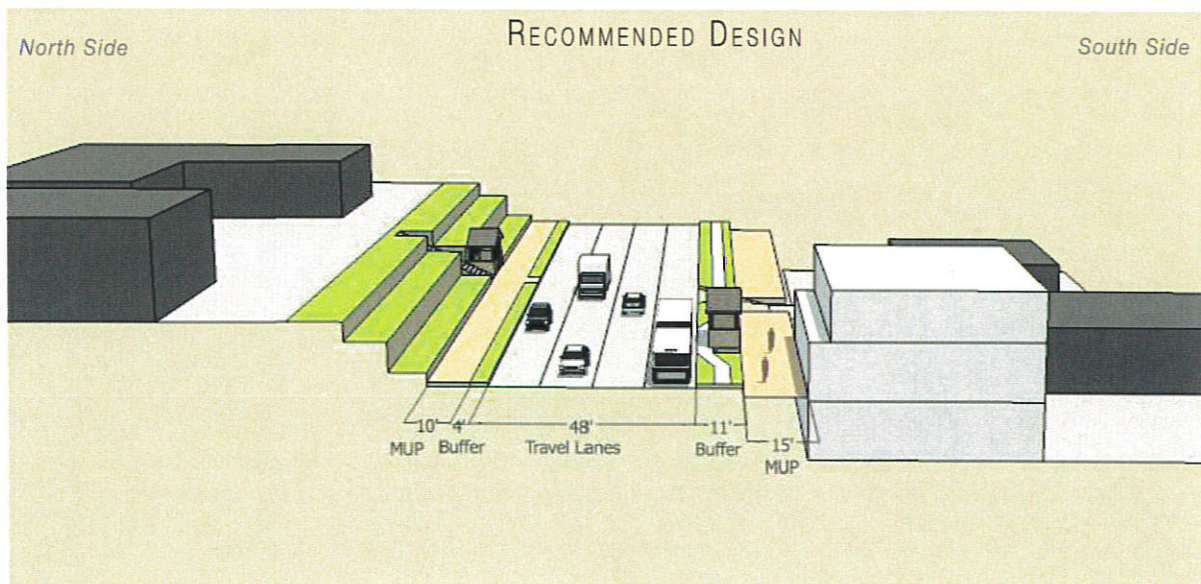
This street design area supports opportunities for additional resort and residential development while helping to create a continuous connection for pedestrians and bikes to travel the full length of Main Street. The design for this section of the street includes:

- Two auto travel lanes in each direction along Main Street
- Enhanced bus shelters (bus pull-out areas will not be provided due to topography)
- A multi-use path adjacent to the curb on the north side of Main Street (replaces existing shoulder area)
- A multi-use path approximately 11' from the curb on the south side of Main Street (slightly below street level) to connect into existing bike network along Main Street east of Mountain Boulevard and the Lakes Basin trail to the west)
- A landscape buffer and sidewalk adjacent to the curb on the south side of Main Street (replaces existing shoulder area)
- Possible terracing of the north-side slope to create a more pedestrian-friendly environment and promote access to Main Street bus stops from uphill neighborhoods
- Opportunity for redevelopment to move closer to the street on the south side to activate the area and identify it as the western "gateway" to town

### Key Features:

- 130'-140' right-of-way (48' curb-to-curb)
- No median
- No parking on-street
- Multi-use paths (peds./bikes)
- New transit shelters (no bus pull-outs)

New buildings
  Existing buildings



*Note: shadows are shown at summer solstice.*



## Resort Gateway Area

The Resort Gateway Area of Main Street should remain natural to help accent the entrance to Town.



### EXISTING CONDITIONS IN THE RESORT GATEWAY AREA (TO REMAIN)

This area of Main Street is part of the Resort Gateway character area, and will remain in a more “natural” setting than the rest of Main Street. Therefore, the area does not need to change significantly to promote the community vision for Main Street. The monument gateway located near Thompsons Way and the new courthouse are intended to be the grand entrance to Mammoth Lakes (and the Eastern Sierra.) In this area, Main Street will remain natural, highlighting the mountain experience with great views through breaks in the forest.



*The easternmost part of Main Street should celebrate the natural surroundings with exposed views of the mountains and forests.*

**Attachment D**  
**Right of Way Data Sheet**

**RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES**

17-EX-21 (NEW 12/2007)

(Form #)

Page 1 of 5

To: District Division Chief  
Division of Right of Way and Land Surveys

Date: 6/28/2016

Attention: District Branch Chief  
R/W Local Programs

Co. MNO Rte. 203  
Expense Authorization \_\_\_\_\_

Subject: **RIGHT OF WAY DATA SHEET - LOCAL PUBLIC AGENCIES**

## Project Description:

Right of way necessary for the subject project will be the responsibility of Town of Mammoth Lakes.

The information in this data sheet was developed by Town of Mammoth Lakes Staff.

I. **Right of Way Engineering**

Will Right of Way Engineering be required for this project?

- No X
- Yes \_\_\_\_\_

- Hard copy (base map) \_\_\_\_\_
- Appraisal map \_\_\_\_\_
- Acquisition Documents \_\_\_\_\_
- Property Transfer Documents \_\_\_\_\_
- R/W Record Map \_\_\_\_\_
- Record of Survey \_\_\_\_\_

II. **Engineering Surveys**

1. Is any surveying or photogrammetric mapping required?

No \_\_\_\_\_ Yes X (Complete the following.)

2. **Datum Requirements**

Yes X Project will adhere to the following criteria:

- Horizontal - datum policy is NAD 83, CA-HPGN, EPOCH 1991.35 and English system of units and measures.
- Vertical - datum policy is NAVD 88.
- Units - metric is not required.

No \_\_\_\_\_ Provide an explanation on additional page.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes \_\_\_\_\_

No \_\_\_\_\_ Provide explanation on additional page

**RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)**  
(Form #)

EXHIBIT  
17-EX-21 (NEW 12/2007)  
Page 2 of 5

R/W Data Sheet - Local Public Agencies  
Page 2 of 5

III. **Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?  
No  X  Yes \_\_\_\_\_ (Complete the following.)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	_____	_____	\$ _____
B. Number of Single Family Residential Units	_____	_____	\$ _____
C. Number of Multifamily Residential Units	_____	_____	\$ _____
D. Number of Commercial/Industrial Parcels	_____	_____	\$ _____
E. Number of Farm/Agricultural Parcels	_____	_____	\$ _____
F. Permanent and/or Temporary Easements	_____	_____	\$ _____
G. Other Parcels (define in "Remarks" section)	_____	_____	\$ _____
Totals	_____	_____	\$ _____

Provide a general description of the right of way and excess lands required (zoning, use, improvements, critical, or sensitive parcels, etc.).

IV. **Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the "dedication" process for the Project?  
No  X  Yes \_\_\_\_\_ (Complete the following.)

Number of dedicated parcels \_\_\_\_\_  
Have the dedication parcel(s) been accepted by the municipality involved? Yes

V. **Excess Lands / Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?  
No  X  Yes \_\_\_\_\_ (Provide an explanation on additional page.)

**RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)**  
(Form #)

EXHIBIT  
17-EX-21 (NEW 12/2007)  
Page 3 of 5

R/W Data Sheet - Local Public Agencies  
Page 3 of 5

**VI. Relocation Information**

Are relocation displacements anticipated?

No  Yes  (Complete the following.)

A. Number of Single Family Residential Units	_____	
Estimated RAP Payments		\$ _____
B. Number of Multifamily Residential Units	_____	
Estimated RAP Payments		\$ _____
C. Number of Business/Nonprofit	_____	
Estimated RAP Payments		\$ _____
D. Number of Farms	_____	
Estimated RAP Payments		\$ _____
E. Other (define in the "Remarks" section)	_____	
Estimated RAP Payments		\$ _____
 Totals	 _____	 \$ _____

**VII. Utility Relocation Information**

Do you anticipate any utility facilities or utility rights of way to be affected?

No  Yes  (Complete the following.)

Facility	Owner	Estimated Relocation Expense		
		State Obligation	Local Obligation	Utility Owner Obligation
A. Two Sewer Lines	Mammoth Community Water District	\$	\$	\$ 10,000
B.		\$	\$	\$
C.		\$	\$	\$
D.		\$	\$	\$
E.		\$	\$	\$
F.		\$	\$	\$
Totals		\$	\$	\$ 10,000
Number of facilities				2

\*This amount reflects the estimated total financial obligation by the State.

Any additional information concerning utility involvement on this project? SCE is undergrounding the electrical and removing the utility poles prior to our proposed project.

**RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)**  
(Form #)

EXHIBIT  
17-EX-21 (NEW 12/2007)  
Page 4 of 5

R/W Data Sheet - Local Public Agencies  
Page 4 of 5

VIII. **Rail Information**

Are railroad facilities or railroad rights of way affected?

No  X  Yes \_\_\_\_\_ (Complete the following.)

Describe railroad facilities or railroad rights of way affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A. N/A		
B.		

Discuss types of agreements and rights required from the railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

IX. **Clearance Information**

Are there improvements that require clearance?

No  X  Yes \_\_\_\_\_ (Complete the following.)

A. Number of Structures to be Demolished \_\_\_\_\_  
Estimated Cost of Demolition \$ \_\_\_\_\_

X. **Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain hazardous materials? None  X  Yes \_\_\_\_\_ (Explain in the "Remarks" section.)

Are there any site(s) and/or improvement(s) in the Project Limits that are suspected to contain hazardous waste? None \_\_\_\_\_ Yes \_\_\_\_\_ (Explain in the "Remarks" section.)

XI. **Project Scheduling**

	Proposed lead time	Completion date
* Preliminary Engineering, Surveys	<u> 3 </u> (months)	<u> 11/15/2016 </u>
* R/W Engineering Submittals	_____ (months)	<u> N/A </u>
* R/W Appraisals/Acquisition	_____ (months)	<u> N/A </u>
Proposed Environmental Clearance		<u> 06/15/2017 </u>
Proposed R/W Certification		<u> 03/15/2018 </u>

**RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)**  
(Form #)

EXHIBIT  
17-EX-21 (NEW 12/2007)  
Page 5 of 5

R/W Data Sheet - Local Public Agencies  
Page 5 of 5

**XII. Proposed Funding**

	Local	State	Federal	Other
Acquisition	_____	_____	_____	_____
Utilities	_____	_____	_____	\$ 10,000
Relocation Assistance Program	_____	_____	_____	_____
R/W Support	_____	_____	_____	_____
Cost (Eng. Appraisals, etc.)	_____	_____	_____	_____

**XIII. Remarks**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Project Sponsor Consultant  
Prepared by:

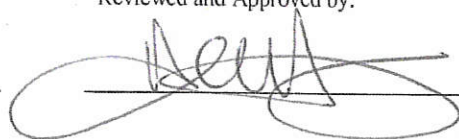


Jamie Robertson, Assistant Engineer

6-28-16

Date

Project Sponsor  
Reviewed and Approved by:

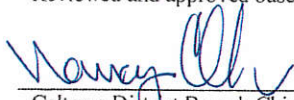


Haislip Hayes, Engineering Manager

6-28-16

Date

Caltrans  
Reviewed and approved based on information provided to date:



Nancy O'Connell  
Caltrans District Branch Chief  
Local Programs  
Division of Right of Way

6/28/16

Date

**Attachment E**  
**Environmental Document**





## Mini-Preliminary Environmental Analysis Report

### **Project Information**

District: 09 County: MNO Route: 203 PM: 5.10/5.23, 5.43/5.60  
 EA: 09-36690 EFIS Project ID: 0916000013  
 Project Title: Lower Main Street Sidewalks  
 Project Manager: Haislip Hayes Phone # (760) 934-8989  
 Project Engineer: Haislip Hayes Phone # (760) 934-8989  
 Environmental Office Chief: Angela Calloway Phone # (760) 872-2424

### **Project Description**

#### **Purpose and Need**

The purpose of the project is to improve safety by constructing a sidewalk and curb ramps, providing separation between non-vehicular traffic and vehicular traffic, and installing pedestrian crosswalk facilities (HAWK). The sidewalk and curb ramps will be constructed to meet current Americans with Disabilities Act (ADA) and Title 24 California Code of Regulations (Title 24) standards for slope, size, and horizontal clearance; thereby, bringing all Department of Transportation (Caltrans) operated pedestrian facilities within the project area into compliance with current ADA and Title 24 requirements. The sidewalk's construction will establish a separate pathway for bicyclists and pedestrians and will connect to the existing promenade along SR-203. These sidewalks would be built as a third phase of SR-203 sidewalks and provide access from the Village into Downtown Mammoth Lakes; therefore, achieving continuous connectivity from Old Mammoth Road to Forest Trail along SR-203. The installation of the crosswalk facilities (HAWK) will require vehicles to stop for pedestrians to cross and promote vehicular awareness of pedestrians, instead of warning drivers of a pedestrian crossing. The current crosswalk experiences "perceived" safety issues and was recommended by Caltrans staff as a suitable solution.

The SR-203 corridor on the north side from Mountain Boulevard to Forest Trail and on the south side from Laurel Mountain Road to Manzanita Road lacks pedestrian facilities, causing an area of safety concern for non-vehicular traffic in the shoulder and a lack of connectivity from Downtown Mammoth to the Village and Lakes Basin. The construction of the path closes the final gaps in pedestrian facilities along SR-203, serving as the last phase of constructing sidewalks along SR-203. The first two phases are SR-203 (North Main Street) Sidewalk and Safety Project and the SR-203 (West Minaret Road) Sidewalk and Safety Project, scheduled for completion by 2017. The existing pedestrian crossing at the Post Office intermittently functions, posing a safety concern for pedestrians unaware of the malfunctioning pedestrian crossing and no warning is offered to drivers about pedestrians crossing Main Street. The installation of a pedestrian activated stop, referred to as a HAWK, would update existing facilities and require vehicles to stop.

#### **Description of work**

Project is located along SR-203 within the Town boundaries of the Town of Mammoth Lakes. The Town of Mammoth Lakes proposes the construction of a sidewalk along northern side of SR-203 from Mountain Boulevard to Forest Trail and along the southern side of SR-203 from Manzanita Road to

Laurel Mountain Road. The proposed project will improve pedestrian travel and safety along SR-203 with a sidewalk, intersection improvements, and other safety lighting features.

The proposed improvements consist of:

- Construction of a sidewalk with curb and gutter on SR-203, from the Mountain Boulevard to Sierra Boulevard (north side), from the Post Office to Forest Trail (north side), and from Manzanita Street to Laurel Mountain Road (south side).
- Construction of thirteen (13) ADA-compliant ramps at the intersection of Mountain Boulevard, Sierra Boulevard, North Frontage Road, South Frontage Road, and Laurel Mountain Road.
- Construction of five (5) ADA-compliant ramps at the intersection of Mountain Boulevard, Sierra Boulevard and North Frontage Road.
- Reconstruction of three (3) bus stops.
- Construction of a retaining wall from Mountain Boulevard to Sierra Boulevard.
- Installation of a pedestrian activated crosswalk beacon (HAWK) at Main Street and the Post Office.
- Relocation and installation of safety lighting, following Town Standards, Section 401 Light Standard.

#### Anticipated Environmental Approval

##### CEQA

- Categorical Exemption  
 Statutory Exemption  
 Initial Study/Negative Declaration  
 Initial Study/Mitigated Negative Declaration  
 Environmental Impact Report (EIR)

##### NEPA

- Categorical Exclusion  
 "Routine" EA/FONSI  
 "Complex" EA/FONSI  
 Environmental Impact Statement (EIS)

#### Summary Statement

In order to identify environmental issues, constraints, costs, and resource needs, a Mini-PEAR was prepared for the project. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. Field studies were not conducted and technical studies have been deferred to the PA&ED phase. The total estimated time from beginning environmental to PA&ED is two to three months.

The project area is currently subject to high traffic; the road shoulder is occasionally used by vehicles, as well as pedestrian and bicycle traffic. The project site is in a heavily disturbed area, within the current limits of the Towns' and Caltrans' Right-of-Way.

In preparation of a Caltrans memo (October 9, 2015), biological and botanical surveys were conducted (September – October, 2015) for four species potentially occurring within the project area; great gray owl (*Strix nocturnus*), California spotted owl (*Strix occidentalis occidentalis*) [or northern spotted owl (*Strix occidentalis caurina*)], Duran's lupine (*Lupinus duranii*) and Mono milk-vetch (*Astragalus monoensis* var. *monoensis*). During surveys habitat suitability within the project area was assessed and all plant and animal species were documented. No special status species or suitable habitat were observed, and a

October 2015

determination of “no effect” was made. The closest known CNDDDB occurrence for great gray owl is approximately 0.9 miles south west of Phase 3 of this project. Nesting birds protected by the Migratory Bird Treaty Act will need to be protected during the nesting bird season (February 1 – August 31); therefore, tree removal should occur outside the nesting season (September – January). No mitigation for biological resources is anticipated; however, construction occurring during the nesting bird season may necessitate biological monitoring.

The project area is located in territories that were once occupied by several ethnic groups. Past surveys for the development of central Mammoth Lakes [Environmental Impact Report (EIR)] identified archaeological sites that may be within or adjacent to the project area. No mitigation for cultural resources is anticipated; however, cultural resources suspected to be in, or adjacent to, the project area may necessitate archaeological monitoring during construction.

The proposed project shall use Best Management Practices during and after construction as a means to prevent erosion, siltation, and flooding. The proposed project must comply with the Town of Mammoth Municipal Code Sections 12.08.090, Drainage and Erosion Design Standards; 12.08, Land Clearing, Earthwork and Drainage Facilities; and, 12.08.080, Engineered Grading Permit Requirements. The Town shall also comply with the guidelines provided by the Lahontan Regional Water Quality Control Board (page 4.8-2 of the Lahontan Basin Plan). If the project area exceeds 1 acre, a permit will be required from the State Water Resources Control Board.

Grading and engineering permits from the Town of Mammoth Lakes are anticipated. Other permitting required for this project includes an encroachment permit with Caltrans (already obtained).

### ***Special Considerations***

A CE/CE form is anticipated at a cost of \$4,800. An estimated time to complete the draft CE/CE determination form is 5 business days. Caltrans will have two to four weeks to review and comment on the draft CE/CE determination form and any corresponding studies. Final edits, review, and signature will take another two to four weeks.

### **Landscape Architecture/ Visual**

Impacts are expected to be temporary; no studies are anticipated.

### **Cultural**

The project area is located in territories that were once occupied by several ethnic groups. Surveys conducted in 1990 for the development of central Mammoth Lakes EIR identified two archaeological sites and four isolates that may be within or adjacent to the project area. This needs to be investigated further via a records search and Native American consultation. The estimated cost is \$3,000 and time to complete is 20 business days. If no site is found in or adjacent to the project area, the project will qualify for a screened undertaking and no further reports will be required.

If an archaeological site is found in or adjacent to the project area, the project will not qualify for a screened undertaking and an Archaeological Survey Report, Historic Property Survey Report, Section 106/ PRC 5024 & 5024.5, and Native American Coordination will be required at an additional estimated cost of \$9,000. Estimated time for completion for all reports is 90 calendar days. It is assumed there is

no historic built environment in or adjacent to the project area and no Historic Resources Evaluation Report will be required.

### **Hazardous Materials**

Soil testing is anticipated to determine levels of Aerially Deposited Lead (ADL). Initial ADL samples analyzed for Phase 1 of this project were well below the threshold for hazardous waste. The samples were collected between Minaret Road and Mountain Boulevard, up to the edge of Phase 3. Soil sampling and reporting results for ADL is estimated to cost \$2,500 and require 20 business days.

Sixteen potential sources of hazardous waste are located within the project area or vicinity. They include six gas stations/service stations and one former gas station listed on the State Water Board database for Leaking Underground Storage Tanks (LUST). All cases were closed. Two more gas stations are located approximately one block from the east end of the project. In addition, two auto parts stores, a laundromat, drycleaner, telephone company, motel, private residence, and fire station were identified as potential sources of hazardous waste that are adjacent to the project area. An Initial Site Assessment (ISA) Memo will be required to determine potential hazardous waste involvement and assess risk. The estimated cost is \$10,000 and estimated time for project completion is 20 business days.

### **Biological**

Botanical surveys from Phase 1 were conducted outside the typical blooming period for Duran's lupine and Mono milk-vetch. A single botanical survey should be scheduled for the peak flowering periods for both plants, between mid-June and mid-July. Both plants are categorized by the CNPS Inventory of Rare and Endangered Plants on list 1B.2 (rare, threatened, or endangered in CA and elsewhere). A Botanical Pre-construction Survey Report is anticipated at a cost of \$5,000 for a single survey, plus report.

The reconstruction of the retaining walls may affect certain trees and subsurface soil. If trees are removed during the nesting bird season, a Biological Pre-construction Survey Report is anticipated at a cost of \$5,000 for a single survey, plus report. Estimated time to complete is three business days. Presence of nesting birds will require additional surveys and increase costs.

Based on surveys conducted for the October 9 memo, biological impacts are expected to be insignificant and limited to loss of nest habitat for migratory birds (trees). A Categorical Exemption under CEQA and Categorical Exclusion under NEPA is expected.

### **Air Quality**

Impacts are expected to be temporary; no studies are anticipated.

### **Noise and Vibration**

Impacts are expected to be temporary; no studies are anticipated.

### **Community Impacts**

SR-203 will require the closure of at least one traffic lane during construction. High traffic levels in two of the major arterials will significantly increase and require flaggers/ possible detours. Public services will be temporarily suspended during construction. Temporary bus stops may be required to minimize impact to the high tourist season in summer for campers and mountain bikers. Coordination with the

local transportation authority will be needed. After construction, no significant impacts are anticipated. Services provided will improve bus stops and other transportation options. The Mammoth Lakes Fire Department Station 1 is adjacent to the west end of the project area, at 3165 Main St. Increased traffic due to construction may affect fire truck response times. The main entrance to the Mammoth Lakes Post Office is also adjacent to the project, and access may be affected by construction and lane closures.

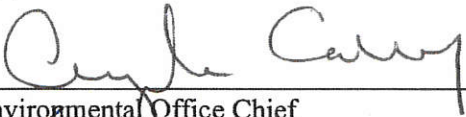
### **Disclaimer**

This report is not an environmental document or determination. The above information and recommendations are based on the project description provided in this report. The discussion and conclusions provided by this Mini-PEAR are approximate and based on a  *cursory*  review of existing records, databases, and mapping tools to estimate the potential for probable environmental effects. The purpose of this report is to provide a preliminary level of environmental analysis to support the Project Initiation Document. Changes in project scope, alternatives, existing environmental conditions, and/or environmental laws or regulations will require a re-evaluation of this report.

### **List of Preparers**

Biologist Samantha Kehr, Staff Biologist, Condor Country Consulting, Inc.	Date: 10/26/15
Cultural Resources specialist Sean Dexter, Principal Archaeologist, Condor Country Consulting, Inc.	Date: 10/26/15

### **Approval**

  
\_\_\_\_\_  
Environmental Office Chief

Date: 12/8/15

  
\_\_\_\_\_  
Project Manager

Date: 12/9/15

Headquarters Coordinator's Class of Action Concurrence has been obtained (e-mail concurrence is attached)—required for environmental documents only and not CEs.

### **REQUIRED ATTACHMENTS:**

[Attachment B: Estimated Resources by WBS Code](#)

[Attachment D: PEAR Environmental Commitments Cost Estimate](#)

### **OPTIONAL ATTACHMENTS:**

[Attachment A: PEAR Environmental Studies Checklist](#)

[Attachment C: Schedule \(Gantt Chart\)](#)

### Attachment A: PEAR Environmental Studies Checklist\_Phase 3

Rev. 11/08

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Growth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Farmlands/Timberlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Community Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	During construction only
Community Character and Cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Relocations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Utilities/Emergency Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	During construction only
Visual/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	Retaining wall, Mtn. Blvd to Sierra Blvd.
Cultural Resources:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Archaeological Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	Report required only if there is a site in or adjacent to project area; otherwise, can be a screened undertaking with memo to file
Historic Resources Evaluation Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	Assumes no historic built environment
Historic Property Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	Report required only if there is a site in or adjacent to project area; otherwise, can be a screened undertaking with memo to file
Historic Resource Compliance Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 106 / PRC 5024 & 5024.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	Report required only if there is a site in or adjacent to project area; otherwise, can be a screened undertaking with memo to file
Native American Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	Report required only if there is a site in or adjacent to project area; otherwise, can be a screened undertaking with memo to file
Finding of Effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Data Recovery Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Memorandum of Agreement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Hydrology and Floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Water Quality and Stormwater Runoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	No permits required, no waste water generation anticipated; prepare Storm Water Prevention Plan and use Caltrans and Lahontan RWQCB BMPs to control storm water runoff during construction. State permit required if project area is >1 ac.
Geology, Soils, Seismic and Topography	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	Steep slopes, loose soil
Paleontology	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
PER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
PMP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Hazardous Waste/Materials:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
ISA (Additional)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	ISA for soil contamination near gas stations
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Other: Aerially Deposited Lead	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	Soil testing for ADL
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Noise and Vibration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Energy and Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Biological Environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	CE/CE form
Natural Environment Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 7:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Formal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Informal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
No effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	
Section 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
USFWS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
NMFS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	Blooming period surveys for Duran's lupine and Mono milk-vetch
Wetlands & Other Waters/Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
404(b)(1) Alternatives Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Invasive Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Wild & Scenic River Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Coastal Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
HMMP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
DFG Consistency Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
2081	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Cumulative Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Context Sensitive Solutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
<b>Permits:</b>					
401 Certification Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
404 Permit Coordination, IP, NWP, or LOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
1602 Agreement Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Local Coastal Development Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
State Coastal Development Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
US Coast Guard (Section 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
TRPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
BCDC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	



ATTACHMENT B - Resources by WBS Code

Project ID: 916000013  
 EA: 09-36690

Description: Lower Main Street Sidewalks

WBS Task Activity Code	Assigned Unit	Division Chief	Office Chief	Senior	Generalist	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	ECL	Stewardship	Noise/Air Sup Svcs	Design	Hydraulics	Landscape	Planning	Right of Way	Surveys	Total	
<b>Project Management</b>																					
100.10 - Project Management - PA&ED																					
100.15 - Project Management - PS&E																					
100.20 - Project Management - Construction																					
100.25 - Project Management - Right of Way																					
Total Project Management																					
<b>Perform Preliminary Engineering Studies and Draft Project Report</b>																					
160.05 - Updated Project Information																					
160.10 - Engineering Studies																					
160.15 - Draft Project Report																					
160.30 - Environmental Study Request																					
160.40 - NEPA Assignment																					
160.40 - NEPA Assignment																					
Total Perform Prelim Env Studies & Draft PR																					
<b>Perform Environmental Studies and Prepare Draft Environmental Document - Task Management Activities</b>																					
165.05 - Env Scoping of Alternatives					100																200
165.10 - General Env Studies					100																100
165.15 - Biological Studies							120														120
165.20 - Cultural Resource Studies																					
165.25 - Draft Env Document																					
165.30 - NEPA Assignment					100		120	100													420
Total Perform Env Studies & Prepare DED																					
<b>Obtain Permits, Licenses, Agreements and Certifications (PLACs) and Route Adoptions during PA&amp;ED Component - Task Management Activities</b>																					
170.05 - Required PLACs																					
170.10 - PLACs																					
170.15 - Railroad Agreements																					
170.20 - Freeway Agreements																					
170.25 - Agreement for Material Sites																					
170.30 - Executed Maintenance Agreements																					
170.40 - Route Adoptions																					
170.45 - MOU from TERO																					
170.55 - NEPA Assignment																					
Obtain PLACs & Rte Adoptions during PA&ED																					
<b>Circulate Draft Environmental Document and Select Preferred Project Alternative - Task Management Activities</b>																					
175.05 - DED Circulation																					
175.10 - Public Hearing																					
175.15 - Public Comment Responses & Corr																					
175.20 - Project Preferred Alternative																					
175.25 - NEPA Assignment																					
Total Circ DED & Select Preferred Proj Alt																					
<b>Prepare and Approve Project Report and Final Environmental Document</b>																					
180.05 - Final Project Report																					
180.10 - Final Env Document																					
180.15 - Completed Env Document																					
180.20 - NEPA Assignment																					
Total Prep and Approve PR & FED																					
<b>Prepare Base Maps and Plan Sheets for PS&amp;E Development</b>																					
185.05 - Updated Project Information																					
185.15 - Preliminary Design																					
Total Prep Base Maps & Plan Sheets																					

Project ID: 916000013  
 EA: 09-36690

Description: Lower Main Street Sidewalks

WBS Task Activity Code	Office Chief	Division Chief	Senior	Generalist	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	ECL	Stewardship	Noise/Air	Sup Svcs	Design	Hydraulics	Landscape	Planning	Right of Way	Surveys	Total
Assigned Unit																				
<b>Right of Way Property Management and Excess Land</b>																				
195.40 - Property Management																				
195.45 - Excess Land																				
Total RW Property Mgmt and Excess Land																				
<b>Utility Relocation</b>																				
200.19 - Approved Utility Relocation Plan																				
200.20 - Utility Relocation Package																				
Total Utility Coordination																				
<b>Obtain Permits, Licenses, Agreements, and Certifications (PLACs) during PS&amp;E Component - Task Management Activities</b>																				
205.05 - PLACs Determination																				
205.10 - PLACs																				
205.15 - Railroad Agreements																				
205.25 - Agreement for Material Sites																				
205.30 - Executed Maintenance Agreements																				
205.45 - MOU from TERO																				
205.55 - NEPA Delegation																				
Total Permits & Agreements during PS&E																				
<b>Obtain Right of Way Interests for Project Right of Way Certification</b>																				
225.75 - Right of Way Clearances																				
Total Obtain RW Interests for Proj RW Cert																				
<b>Prepare Draft PS&amp;E</b>																				
230.05 - Draft Roadway Plans																				
230.10 - Draft Highway Planning Plans																				
230.30 - Draft Drainage Plans																				
230.35 - Draft Specifications																				
230.60 - Updated Project Info for PS&E Pkg																				
230.90 - NEPA Assignment																				
230.99 - Other Draft PS&E Products																				
Total Prepare Draft PS&E																				
<b>Mitigate Environmental Impacts and Clean-up Hazardous Waste - Task Management Activities</b>																				
235.05 - Environmental Mitigation																				
235.10 - Detailed Site Investigation for HW																				
235.15 - HW Management Plan																				
235.20 - HW PS&E																				
235.25 - HW Clean-up																				
235.30 - Haz Substances Disclosure Doc																				
235.35 - Long Term Mitigation Monitoring																				
235.40 - Updated Env Commitments Record																				
235.45 - NEPA Assignment																				
Total Mit Env Impacts & Clean-up HW																				
<b>Post Right of Way Certification Work</b>																				
245.75 - Right of Way Clearance																				
Total Post RW Clearance Work																				
<b>Circulate, Review and Prepare Final District PS&amp;E Package</b>																				
255.05 - Circ. & Rev. Draft Dist PS&E Package																				
255.10 - Updated PS&E Package																				
255.15 - Environmental Reevaluation																				
255.20 - Final District PS&E Package																				
255.40 - Resident Engineer's Pending File																				
255.45 - NEPA Assignment																				
Total Circ. Rev and Prepare Final Dist PS&E Pkg																				

Project ID: 916000013  
 EA: 09-36690  
 Description: Lower Main Street Sidewalks

WBS Task Activity Code	Assigned Unit	Division Chief	Office Chief	Senior	Generalist	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	ECL	Stewardship	Noise/Air Sup Svcs	Design	Hydraulics	Landscapes	Planning	Right of Way	Surveys	Total
<b>Contract Bid Documents "Ready to List"</b>																				
260.75 - Env Cert at RTL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Contract Bid Documents "RTL"																				
<b>Construction Engineering and General Contract Administration</b>																				
270.15 - Construction Stakes																				
270.33 - Construction Inspection																				
270.86 - Technical Support																				
Total Const Engineering & Gen Contract Admin.																				
<b>Administration of Permits, Licenses, Agreements and Certifications (PLACs) and Environmental Stewardship</b>																				
280.10 - PLAC Compliance																				
280.40 - PLAC Violations																				
280.50 - Other Environmental Compliance																				
280.60 - Other Environmental Violations																				
280.70 - Updated ECR																				
280.75 - Environmental Reevaluation																				
280.80 - Updated PLACs																				
Total Admin of PLACs and Env Stewardship																				
<b>Change Order Administration</b>																				
285.05 - Change Order Process																				
285.10 - Functional Support																				
Total Change Order Administration																				
<b>Disputes and Claims</b>																				
290.40 - Potential Claim Record																				
Total Disputes and Claims																				
<b>Accept Contract/Prepare Final Construction Estimate and Final Report</b>																				
295.35 - Certificate of Environmental Compliance																				
295.40 - Long Term Env Mit/Mgmt after CCA																				
Total Accept Contract																				
Total Project Hours																				
				100		100	120	100												420

**Attachment D: PEAR Environmental Commitments Cost Estimate**

Standard PSR Only

(Prepare a separate form for each viable alternative described in the Project Study Report)

**PART 1 PROJECT INFORMATION**

*rev. 11/08*

District-County-Route-Post Mile 09-MNO-203-R5.10-R5.23, R5.43-R5.6	EA: 09-36690
Project Description: Lower Main Street Sidewalks	
Form completed by (Name/District Office):	
Project Manager: Haislip Hayes	Phone Number: (760) 934-8989
Date: October 2015	

**PART 2 PERMITS AND AGREEMENTS**

	Permits and Agreements (\$\$)
<input type="checkbox"/> Fish and Game 1602 Agreement	
<input type="checkbox"/> Coastal Development Permit	
<input type="checkbox"/> State Lands Agreement	
<input type="checkbox"/> Section 401 Water Quality Certification	
<input type="checkbox"/> Section 404 Permit – Nationwide (U.S. Army Corps)	
<input type="checkbox"/> Section 404 Permit – Individual (U.S. Army Corps)	
<input type="checkbox"/> Section 10 Navigable Waters Permit (U.S. Army Corps)	
<input type="checkbox"/> Section 9 Permit (U.S. Coast Guard)	
<input type="checkbox"/> Other:	
Total (enter zeros if no cost)	

**PART 3. ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS**

To complete the following information:

- Report costs in \$1,000s.
- Include all costs to complete the commitment:
  - O.K. to break down by phase: Design, ROW, Construction, and/or provide Sub-Total.
  - Capital outlay and staff support. Refer to Estimated Resources by WBS Code. For example, if you estimated 80 hours for biological monitoring (WBS 235.35 Long Term Mitigation Monitoring), convert those hours to a dollar amount for this entry. For current conversion rates from PY to dollars, see the Project Manager.
  - Cost of right of way or easements.
  - If compensatory mitigation is anticipated (for wetlands, for example), insert a range for purchasing credits in a mitigation bank.
  - Long-term monitoring and reporting
  - Any follow-up maintenance
  - Use current costs; the Project Manager will add an appropriate escalation factor.
  - This is an estimating tool, so a range is not only acceptable, but advisable.

<b>Environmental Commitments Alternative</b>					
	Estimated Cost in \$1,000's				Notes
	<u>Phases</u>				
	<u>Design</u>	<u>ROW</u>	<u>Construction</u>	<u>Sub- Total</u>	
Noise abatement or mitigation					
Special landscaping					
Archaeological resources	12			12	Assumes no construction monitoring
Biological resources	14.8			14.8	Assumes no construction monitoring, and no listed plants
Historical resources					
Scenic resources					
Wetland/riparian resources					
Res./bus. relocations					
Other: HazMat	12.5			12.5	
Total (enter zeros if no cost)					

**Attachment F**  
**Construction Cost Estimate**

## LOWER MAIN STREET SIDEWALK PROJECT COST ESTIMATE

### Schedule A - Pre-Construction and Construction Management

Lower Main Street Sidewalk Project

<i>Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
A-1	Environmental	LS	1 Job	\$55,000	\$55,000
A-2	Design, PS&E	LS	1 Job	\$90,000	\$90,000
A-3	Construction Management	LS	1 Job	\$75,000	\$75,000
A-4	Survey and Testing	LS	1 Job	\$7,500	\$7,500
<b>Schedule A Pre-Construction Item Schedule Subtotal:</b>					\$227,500

### Schedule B - General Project Items

Lower Main Street Sidewalk Project

<i>Bid Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
B-1	Mobilization (Maximum 7.5% of Total Bid)	LS	1 Job	\$187,500	\$187,500
B-2	Job Site Management	LS	1 Job	\$10,000	\$10,000
B-3	Street Sweeping	LS	1 Job	\$5,000	\$5,000
B-4	Erosion Control	LS	1 Job	\$20,000	\$20,000
B-5	Prepare Storm Water Pollution Prevention Plan	LS	1 Job	\$10,000	\$10,000
B-6	Quality Control	LS	1 Job	\$125,000	\$125,000
B-7	Traffic Control	LS	1 Job	\$60,000	\$60,000
B-8	Temporary Concrete Washout	LS	1 Job	\$2,500	\$2,500
B-9	Survey and Testing	LS	1 Job	\$25,000	\$25,000
<b>Schedule B General Item Schedule Subtotal:</b>					\$445,000.00

### Schedule C - Earthwork and Demolition

Lower Main Street Sidewalk Project

<i>Bid Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
C-1	Earthwork (Excavation)	LS	1	\$150,000	\$150,000
C-2	Demolition and Removal	LS	1	\$60,000	\$60,000
C-3	Tree Removal	EA	20	\$600	\$12,000
C-3	Sawcut	LF	940	\$2	\$1,880
C-4	Grind Pavement	SF	9,820	\$2	\$19,640
<b>Schedule C Earthwork and Demolition Schedule Subtotal:</b>					\$243,520.00

### Schedule D - Stormwater Management

Lower Main Street Sidewalk Project

<i>Bid Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
D-1	Temporary Check Dam	LF	2,300	\$4	\$8,050
D-2	Temporary Drainage Inlet Protection	EA	5	\$250	\$1,250
D-3	Temporary Fiber Roll	LF	3,050	\$4	\$10,675
D-4	Dry Seed	SF	3,750	\$2	\$7,500
D-5	Compost	SF	3,750	\$1	\$2,813
<b>Schedule D Stormwater Management Subtotal:</b>					\$30,287.50

**Schedule E - Construction (Paving and Concrete)**

Lower Main Street Sidewalk Project

<i>Bid Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
E-1	Concrete Pavement, Driveway	SF	1884	\$10	\$18,840
E-2	Concrete Sidewalk, 8' Width	SF	24400	\$15	\$366,000
E-3	Concrete Curb & Gutter	LF	2080	\$65	\$135,200
E-4	Concrete Cross Gutter (Across Mountain Blvd)	LF	70	\$130	\$9,100
E-5	Hot Mix Asphalt Pavement Overlay (Shoulder)	SF	3160	\$7	\$22,120
E-6	Hot Mix Asphalt Pavement, Driveway	SF	816	\$5	\$4,080
E-7	Aggregate Base	CY	2,510	\$100	\$251,049
E-8	Pedestrian Ramps	EA	17	\$2,500	\$42,500
<b>Schedule E Construction Schedule Subtotal:</b>					<b>\$848,889.33</b>

**Schedule F - Construction (Structural, Striping and Electrical)**

Lower Main Street Sidewalk Project

<i>Bid Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
F-1	Retaining Wall	SF	4320	\$125	\$540,000
F-2	Drainage Related needs for Retaining Wall	LS	1	\$250,000	\$250,000
F-3	Cable Railing	LF	750	\$60	\$45,000
F-4	Pedestrian Crosswalk Beacon (HAWK system)	EA	1	\$300,000	\$300,000
F-5	Relocate Existing Street Lights (Concrete Work and Demolition)	EA	14	\$5,000	\$70,000
F-6	Street Lights	EA	8	\$15,000	\$120,000
F-7	Underground Utilities (for Street Lights)	EA	22	\$10,000	\$220,000
F-8	Signs	LS	1	\$10,000	\$10,000
F-9	Striping (including Bike Path Symbology)	LS	1	\$10,000	\$10,000
<b>Schedule F Construction Schedule Subtotal:</b>					<b>\$1,565,000.00</b>

**Schedule G - Alternatives**

Lower Main Street Sidewalk Project

<i>Bid Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Total Amount</i>
G-1	Bus Shelter	EA	3	\$91,200	\$273,600
<b>Schedule G Alternatives Schedule Subtotal:</b>					<b>\$273,600.00</b>



<b>LOWER MAIN STREET PEDESTRIAN IMPROVEMENT SCHEDULE SUMMARY</b>		
Schedule A - Pre-Construction and Construction Management	<b>BID TOTAL Schedule A</b>	\$227,500
Schedule B - General Project Items	<b>BID TOTAL Schedule B</b>	\$445,000
Schedule C - Earthwork and Demolition	<b>BID TOTAL Schedule C</b>	\$243,520
Schedule D - Stormwater Management	<b>BID TOTAL Schedule D</b>	\$30,288
Schedule E - Construction (Paving and Concrete)	<b>BID TOTAL Schedule E</b>	\$848,889
Schedule F - Construction (Structural, Striping and Electrical)	<b>BID TOTAL Schedule F</b>	\$1,565,000
Schedule G - Alternatives	<b>BID TOTAL Schedule G</b>	\$273,600
	<b>Contingency</b>	\$350,000
	<b>TOTAL SCHEDULES</b>	
	<b>TOTAL BID</b>	\$3,983,797
(Schedules A,B,C,D,E,F & G; Schedule F is NOT included)		

**Attachment G**  
**Storm Water Data Report (Short Form)**



## 1. Project Description

This project proposes the construction of an eight-foot sidewalk along the north shoulder of State Route 203 from the intersection of Mountain Boulevard to Sierra Boulevard and the Town of Mammoth Lakes' Post Office to Forest Trail as well as the south shoulder of State Route 203 from Manzanita Road to Laurel Mountain Road. The total length of the project is 0.6 miles and consists of constructing a retaining wall, saw cutting and removing a portion of the existing asphalt shoulder, constructing Portland concrete cement curb and sidewalk, repaving the shoulder with hot mix asphalt, installing a pedestrian activated crosswalk (HAWK), and relocating safety lighting. These improvements improve the current conveyance of stormwater from Mountain Boulevard to Sierra Boulevard.

The total disturbed area (DSA) included in square feet from cutting into the soil face between Mountain Boulevard and Sierra Boulevard, grading for and around the reconstructed bus shelters, and the soil areas disturbed for the sidewalks in the existing planters. The DSA totaled at 1.18 acres. The net new impervious (NNI) area due to the construction of the curb and gutter, retaining wall, and bus shelters totals at 0.08 acres. The total replaced impervious surface (RIS) for the bus shelter areas, sidewalk replacements, and curb and gutter replacement totals at 0.36 acres.

## 2. Site Data and Stormwater Quality Design Issues

The gutter flow line will match the existing flow line and there will be no impact on the historic drainage pattern. The original line and grade for drainage will be maintained.

The stormwater discharge from new impervious areas will be conveyed to existing Town of Mammoth Lakes' stormwater system, which discharges into two detention basins designed to hold the stormwater discharge from the Town for a 20-year 1-hour rainfall storm.

There are no urban MS4 areas within project limits. There are no 303(d) water bodies within the project limits and 401 certifications are not anticipated for this project. There are no identified receiving waters within the project limits that are 303(d) – listed or designated "SPAWN and COLD and MIGRATORY" for beneficial uses. As such, the receiving water risk was determined to be "low".

There are no areas of special biological significance (ASBS) within the project limits.

## 3. Construction Site BMPs

The Project Combined Risk was determined to be a Level 1 using the Risk Determination Worksheet. The project Sediment Risk and Project Receiving Water Risk were both determined to be "Low" for the project site.

The Watershed Erosion Estimate ( $R \times K \times LS$ ) was determined to be 2.98, categorically placed in low sediment risk because it is less than 15 tons/acre. The R factor value of 4.17 was calculated for the project site using the USEPA Rainfall Erosivity Waiver Fact Sheet with an estimated construction start date of June 1<sup>st</sup>, 2019 and an end date of September 30, 2019. The project location was in the middle of the site, next to the Mammoth Lakes Post Office. K was determined using the nomograph method by using K values seen for sand and loamy sand. The worst case value of sand and loamy sand was determined to be 0.28. The LS Factor was determined to be 2.55 using the Table from Renard et. Al., 1997 based on a hillside slope of 0.5% and a hillside length of 1000 feet. Although the project location size is approximately 5000 feet, staff calculated the hillside slope per 1000 feet of the project length to determine the slope of each of the five 1000 foot lengths. The average of the slopes was 4.68%, which was rounded to 5%.

The anticipated construction site BMPs with estimated quantities are as follows:

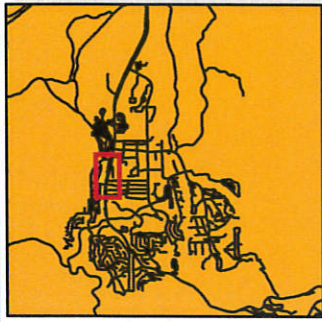
Item No.	Item Description	Unit	Quantity	Estimated Unit Cost	Estimated Total Cost
130100	Job Site Management	LS	1	\$ 10,000.00	\$ 10,000.00
130200	Prepare Stormwater Pollution Prevention Plan	LS	1	\$ 5,000.00	\$ 5,000.00
130610	Temporary Check Dam	LF	2,300	\$ 3.50	\$ 8,050.00
130620	Temporary Drainage Inlet Protection	EA	5	\$ 250.00	\$ 1,250.00
130640	Temporary Fiber Roll	LF	3,050	\$ 3.50	\$ 10,675.00
130730	Street Sweeping	LS	1	\$ 10,000.00	\$ 10,000.00
130900	Temporary Concrete Washout	LS	1	\$ 2,500.00	\$ 2,500.00
210210	Dry Seed	SF	3,750	\$ 2.00	\$ 7,500.00
210600	Compost	SF	3,750	\$ 0.75	\$ 2,812.50

Construction site BMP costs are estimated at a total of \$57,787.50. Calculating the escalation rate at 5% for each year to 2019, the total is estimated at \$70,000 for construction BMPs. Based on historical data, the SR-203 (North Main Street) Sidewalk and Safety Project provides a comparable estimate for stormwater needs totaling at \$58,000; therefore, providing support documentation to the estimate provided above.

#### Required Attachments<sup>1</sup>

- Vicinity Map
- Evaluation Documentation Form
- Risk Level Determination Documentation (if applicable).
- SWDR Summary Spreadsheets
- Construction Estimate

<sup>1</sup> Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g., BMP line item estimate, SW, DPP, and CS Checklists).



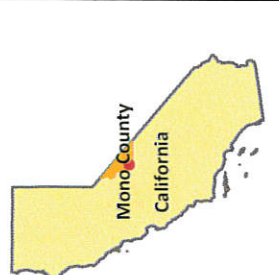
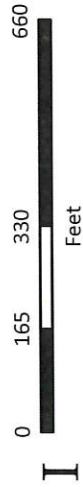
Town of Mammoth Lakes  
 PO Box 1009  
 Mammoth Lakes, CA  
 93546  
 (760) 934-8989  
 mammoth-lakes.ca.us

The information contained on this map is for reference purposes only and is in no way intended to serve as a legal description of property or other boundaries. The information on this map is subject to change without notice. This map is not to be reproduced or re-used without the prior permission of the Town of Mammoth Lakes.

**LOWER MAIN STREET SIDEWALK PROJECT**

Exhibit A

**PROJECT LOCATION**  
 Extent of Project Modifications along SR-203,  
 proposed path location



	A	B	C
1	<b>Sediment Risk Factor Worksheet</b>		<b>Entry</b>
2	<b>A) R Factor</b>		
3	Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.		
4	<a href="http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm">http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm</a>		
5	Assumptions: June 1-September 30, 2019		
6	Middle of Project Site: Lat 37.6487, Long: -118.9722	<b>R Factor Value</b>	4.17
7	<b>B) K Factor (weighted average, by area, for all site soils)</b>		
8	The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.		
9	<a href="#">Site-specific K factor guidance</a>		
10	Based on site specific data, 2 types of soil were located in yellow box, taking the more conservative #, TOML chose 0.20. (Soil Type: Fine to course sand, so k=0.05 to 0.02/0.25)	<b>K Factor Value</b>	0.28
11	<b>C) LS Factor (weighted average, by area, for all slopes)</b>		
12	The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.		
13		<b>LS Factor Value</b>	2.55
14			
15	<b>Watershed Erosion Estimate (=RxKxLS) in tons/acre</b>		2.97738
16	<b>Site Sediment Risk Factor</b>		Low
17	Low Sediment Risk: < 15 tons/acre		
18	Medium Sediment Risk: >=15 and <75 tons/acre		
19	High Sediment Risk: >= 75 tons/acre		
20			

Receiving Water (RW) Risk Factor Worksheet	Entry	Score
<b>A. Watershed Characteristics</b>	yes/no	
<p>A.1. Does the disturbed area discharge (either directly or indirectly) to a <b>303(d)-listed waterbody impaired by sediment</b> (For help with impaired waterbodies please visit the link below) or has a <b>USEPA approved TMDL implementation plan for sediment</b>?:</p> <p><a href="http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml">http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml</a></p> <p>Watershed connects to Mammoth Creek approximately four miles from project site. Water is collected at a storm drain, sent to a retention basin, outlets to Murphy Gulch Basin, and Murphy Gulch travels to Mammoth Creek (which is considered a 303(d) listed waterbody).</p> <p><b>OR</b></p>	no	Low
<p>A.2. Does the disturbed area discharge to a waterbody with designated beneficial uses of SPAWN &amp; COLD &amp; MIGRATORY? (For help please review the appropriate Regional Board Basin Plan)</p> <p>No, it outlets to Crowley Lake.</p>		
<p><a href="http://www.waterboards.ca.gov/waterboards_map.shtml">http://www.waterboards.ca.gov/waterboards_map.shtml</a></p> <p><a href="#">Region 1 Basin Plan</a></p> <p><a href="#">Region 2 Basin Plan</a></p> <p><a href="#">Region 3 Basin Plan</a></p> <p><a href="#">Region 4 Basin Plan</a></p> <p><a href="#">Region 5 Basin Plan</a></p> <p><a href="#">Region 6 Basin Plan</a></p> <p><a href="#">Region 7 Basin Plan</a></p> <p><a href="#">Region 8 Basin Plan</a></p> <p><a href="#">Region 9 Basin Plan</a></p>		



		Sediment Risk		
		Low	Medium	High
Receiving Water Risk	Low	Level 1	Level 2	
	High	Level 2		Level 3

Project Sediment Risk: **Low**  
 Project RW Risk: **Low**  
 Project Combined Risk: **Level 1**

09-MNO-203, 5.10/5.23 and 5.30/5.66  
EA 09-36690

Evaluation Documentation Form  
June 2016

DATE: 6/23/2016

Project ID (EA): 0916000013(09-36690)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL Compliance Units)?		✓	If Yes, go to 8. If No, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If Yes, continue to 4. If No, go to 9.
4.	As defined in the WQAR or ED, does the project: <ul style="list-style-type: none"> <li>a. discharge to areas of Special Biological Significance (ASBS), or</li> <li>b. discharge to a TMDL watershed where Caltrans is named stakeholder, or</li> <li>c. have other pollution control requirements for surface waters within the project limits?</li> </ul>		✓	If Yes to any, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5.  _____ (Dist./Reg. Coordinator Initials)  If No to all, continue to 5.
			✓	
			✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, Section 4.4.1)		✓	If Yes, go to 8 AND continue to 6. If No, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If Yes, go to 9. If No, continue to 7.
7.	Does the project result in an increase of <u>one acre or more</u> of new impervious surface (NIS)? <i>0.44</i>		✓	If Yes, go to 8. If No, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. <i>RS</i> (Dist./Reg. Design SW Coord. Initials) <i>DA</i> (Project Engineer Initials) <i>6/28/16</i> (Date)	Document for Project Files by completing this form and attaching it to the SWDR.		

**LOWER MAIN STREET SIDEWALK PROJECT**  
**SWDR SUMMARY SPREADSHEET**  
**6/22/2016**

Item No	Item Code	Item Description	Unit	Quantity	Price	Amount
1	130100	Job Site Management	LS	1	\$ 10,000.00	\$ 10,000.00
2	130200	Prepare Stormwater Pollution Prevention Plan	LS	1	\$ 5,000.00	\$ 5,000.00
3	130610	Temporary Check Dam	LF	2,300	\$ 3.50	\$ 8,050.00
4	130620	Temporary Drainage Inlet Protection	EA	5	\$ 250.00	\$ 1,250.00
5	130640	Temporary Fiber Roll	LF	3,050	\$ 3.50	\$ 10,675.00
6	130730	Street Sweeping	LS	1	\$ 10,000.00	\$ 10,000.00
7	130900	Temporary Concrete Washout	LS	1	\$ 2,500.00	\$ 2,500.00
8	210210	Dry Seed	SF	3,750	\$ 2.00	\$ 7,500.00
9	210600	Compost	SF	3,750	\$ 0.75	\$ 2,812.50

SUBTOTAL 1 \$ 57,787.50

**SUPPLEMENTAL WORK**

1	066595	Water Pollution Control Maintenance Sharing	LS	1	\$ 9,987.50	\$ 9,987.50
2	066596	Additional Water Pollution Control	LS	1	\$ 1,827.00	\$ 1,827.00

SUBTOTAL 2 \$ 11,814.50

SWDR SUBTOTAL \$ 69,602.00

CONTINGENCIES 5.0% \$ 3,480.10

CURRENT TOTAL \$ 73,082.10

Roundup: \$ 75,000.00

CURRENT YEAR	2016
ESCALATION RATE	5.0%

CONSTRUCTION YEAR	2017	\$ 75,000.00
CONSTRUCTION YEAR	2018	\$ 80,000.00
CONSTRUCTION YEAR	2019	\$ 85,000.00

**Attachment H**  
**Traffic Management Plan Checklist**

## TRAFFIC MANAGEMENT CHECKLIST

District / EA: 09-36690

Co.-Rte-PM: MNO-203-R5.10/5.23 and 5.30/5.66

Date Prepared: January 21, 2016

Description: Lower Main Sidewalk Project

Prepared By: Jamie Robertson, TOML

	In Project	Under Dvlpmnt	Not Required	Not Applicable	Comments
<b>1.0 Public Information</b>					
1.1 Brochures and Mailers			X		
1.2 Media Releases (& minority media sources)		X			Press release in the Sheet
1.3 Paid Advertising		X			
1.4 Public Information Center			X		
1.5 Public Meetings/Speakers Bureau		X			Announced at Town Council
1.6 Telephone Hotline			X		
1.7 Visual Information (videos, slide, shows, etc.)			X		
1.8 Total Facility Closure			X		
1.9 Local cable TV and News		X			To be advertised in Stu's News, Radio Announcement
1.10 Traveler Information Systems (Internet)			X		
1.11 Internet		X			

### 2.0 Motorist Information Strategies

2.1 Electronic Message Signs		X			
2.2 Changeable Message Signs			X		
2.3 Ground Mounted Signs	X				
2.4 Highway Advisory Radio (fixed and mobile)			X		
2.5 Caltrans Highway Information Network (CHIN)	X				
2.6 Radar Speed Message Sign			X		

### 3.0 Incident Management

3.1 Call Boxes			X		
3.2 Construction or Maintenance Zone, Enhance Enforcement Program - COZEEP or MAZEPP			X		
3.3 Freeway Service Patrol			X		
3.4 Traffic Surveillance Stations (loop detectors and CCTV)			X		
3.5 911 Cellular Calls	X				RE/Inspector cell phones
3.6 Transportation Management Center			X		
3.7 Traffic Control Officers			X		
3.8 CHP Officer in TMC during construction			X		
3.9 Traffic Management Teams			X		
3.10 On-site Traffic Advisor			X		
3.11 CHP Helicopter			X		
3.12 Upgraded Equipment			X		

## 4.0 Construction Strategies

	In Project	Under Dvlpmnt	Not Required	Not Applicable	Comments
4.1 Incentive/Disincentive Clauses			X		
4.2 Ramp Metering				X	
4.3 Lane Rental			X		
4.4 Off peak/Night/Weekend Work		X			Weekend work expected
4.5 Planned Lane/Ramp Closures		X			
4.6 Project Phasing		X			Construction per sidewalk section
4.7 Temporary Traffic Screens			X		
4.8 Total Facility Closure		X			Possible closure of Frontage Road to Main Street intersection points
4.9 Truck Traffic Restrictions			X		
4.10 Variables Lanes		X			
4.11 Extended Weekend Closures			X		
4.12 Reduced Speed Zones		X			
4.13 Coordination with adjacent construction			X		
4.14 Traffic Control Improvements		X			
4.15 Contingency Plans					
4.15.1 Material Plant on standby			X		
4.15.2 Extra Critical Equipment on site			X		
4.15.3 Material Testing Plan		X			For the retaining walls and its final design. Will be included in Quality Control Plan.
4.15.4 Alternate Material on site (In case of failure or major delays)			X		
4.15.5 Emergency Detour Plan			X		
4.15.6 Emergency Notification Plan		X			RE contacted first
4.15.7 Weather Conditions Plan		X			To be included in stormwater prevention plan
4.15.8 Emergency Funding Plan			X		
4.15.9 Delay Timing/Documentation Plan			X		
4.15.10 Late Closure Reopening Notification (Policy & Plan)			X		Part of Traffic Control Plan sheets
4.15.11 Traffic Inspector on site	X				RE/Inspector will be on-site, included in CE Cost

	In Project	Under Dvlpmnt	Not Required	Not Applicable	Comments
<b>5.0 Demand Management</b>					
5.1 HOV Lanes/Ramps				X	
5.2 Park-and-Ride Lots				X	
5.3 Parking Management/Pricing				X	
5.4 Rideshare Incentives			X		
5.5 Rideshare Marketing			X		
5.6 Transit, Train, or Light-Rail Incentives			X		
5.7 Transit Service Improvements			X		
5.8 Variable Work Hours			X		
5.9 Telecommute			X		
5.10 Ramp Metering				X	

**6.0 Alternate Route Strategies**


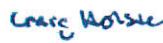



6.1 Ramp Closures				X	
6.2 Street Improvements			X		
6.3 Reversible Lanes			X		
6.4 Temporary Lanes or Shoulders Use			X		
6.5 Freeway to Freeway Connector Closures				X	

**7.0 Other Strategies**

7.1 Application of New Technology			X		
7.2 Innovative Products			X		
7.3 Improved Specifications			X		
7.4 Staff Training/Development			X		
7.5 Upgraded Equipment			X		

**COMMENTS:** It is anticipated that this project will be constructed using standard lane and shoulder closures during construction. Since the project is located within a 4-lane, undivided, conventional segment of highway, a minimum of one lane of traffic in each direction of travel will be required to remain open to traveling public. Minor delays or temporary closures of intersecting Town roadways and driveways may be required. If temporary closures are required detours will be made available and will be appropriately signed with construction area signs. Bicycle and Pedestrians traffic will need to be considered/accommodated during construction.

**REVIEWED BY:**

Name	Telephone	Agency
1) Lianne Talbot District 9 Traffic Operations	(760)872-5246	Caltrans 
2) John Fox  District 9 Maintenance Engineer	(760)872-5207	Caltrans 
3) Tim Shultz  District 9 Construction	(760)872-5211	Caltrans 

**Attachment I**  
**Traffic Index (TI) Calculations and Design**  
**Designation Report**



**M e m o r a n d u m**

*Serious drought  
Help Save Water!*

**To: JAMIE ROBERTSON**  
Town of Mammoth Lakes-Public Works

**Date:** January 4, 2016

**File:** 09-366901  
Mono 203 PM R5.10/5.23-R5.43/5.60  
Town of Mammoth Lakes Lower Main  
Street Sidewalk Project

**From: JED EROPKIN**  
Traffic Operations

**Subject:** Traffic Index (TI) Calculations and Design Designation

Attached you will find the Traffic Index (TI) Calculations and Design Designation for the Town of Mammoth Lakes Lower Main Street Sidewalk Project, Mono PM R5.10/5.23-R5.43/5.60. Project Number is 0916000013. Please include the DHV below as your Design Designation in your Project Study Report.

Data Year.....	2014 AADT = 9200
Construction Year AADT.....	2018 AADT = 9390
5 Year AADT.....	2023 AADT = 9620
10 Year AADT.....	2028 AADT = 9870
20 Year AADT.....	2038 AADT = 10370
5 Year TI.....	2023 TI = 8.5
10 Year TI.....	2028 TI = 9.0
20 Year TI.....	2038 TI = 10.0
Construction Year DHV.....	2018 DHV = 1470
5 Year DHV.....	2023 DHV = 1500
10 Year DHV.....	2028 DHV = 1540
20 Year DHV.....	2038 DHV = 1620
2014 Directional Split = 53.94 %	
2014 Trucks = 13.3 %	

If you have any questions, please do not hesitate to call me. I may be reached at (760) 872-0711.

Attachment

c: File

**TRAFFIC INDEX and DESIGN DESIGNATION  
CALCULATION SHEET**

CO-RTE-PM Mono 203 PM R5.10/5.23-R5.43/5.60  
 EA 09-366901  
 JOB NAME Town of Mammoth Lakes Lower Main Street Sidewalk Project

Requested by: Jamie Robertson  
 Unit: Town of Mammoth Lakes-Public Works  
 Date: 01/04/16

Census Year 2014  
 Construction Year 2018  
 Complete Construction Year 2018  
 2 Way AADT 9,200  
 Lane Distribution Factor 1.0 (Table 613.3B, Highway Design Manual)

	AM Peak	PM Peak
Peak Hour Percent, K	14.41	15.63
Directional Split, D	51.14	53.94
Product of K and D, KD	7.37	8.43
DHV = AADT x K /100	1326	1438

PERCENT TRUCKS (%) 13.3  
 1 WAY TRUCK VOLUME 659  
 GROWTH FACTOR, %/Year 0.5

-----TRAFFIC INDEX CALCULATIONS-----

Traffic Index Calculations are based on completion of construction per HDM 103.2

**FIVE YEAR TRAFFIC INDEX**

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	5 Year Constant	Lane Factor	ESALs
2 axle	58.34	384.0	1.0330	397.0	345	1	136,965
3 axle	20.28	134.0	1.0330	138.0	920	1	126,960
4 axle	16.87	111.0	1.0330	115.0	1470	1	169,050
5 axle	4.51	30.0	1.0330	31.0	3445	1	106,795
<b>TOTALS</b>	<b>100</b>	<b>659.0</b>		<b>681.0</b>			<b>539,770</b>

Five Year TI 8.5

**TEN YEAR TRAFFIC INDEX**

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	10 Year Constant	Lane Factor	ESALs
2 axle	58.34	384.0	1.0459	402.0	690	1	277,380
3 axle	20.28	134.0	1.0459	140.0	1840	1	257,600
4 axle	16.87	111.0	1.0459	116.0	2940	1	341,040
5 axle	4.51	30.0	1.0459	31.0	6890	1	213,590
<b>TOTALS</b>	<b>100</b>	<b>659.0</b>		<b>689.0</b>			<b>1,089,610</b>

Ten Year TI 9.0

**TWENTY YEAR TRAFFIC INDEX**

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	20 Year Constant	Lane Factor	ESALs
2 axle	58.34	384.0	1.0723	412.0	1380	1	568,560
3 axle	20.28	134.0	1.0723	144.0	3680	1	529,920
4 axle	16.87	111.0	1.0723	119.0	5880	1	699,720
5 axle	4.51	30.0	1.0723	32.0	13780	1	440,960
<b>TOTALS</b>	<b>100</b>	<b>659.0</b>		<b>707.0</b>			<b>2,239,160</b>

Twenty Yr TI 10.0

**SHOULDER TIs**

Design Life	2% ESALs	TI
5 Year	10,795	5.0
10 Year	21,792	5.5
20 Year	44,783	6.0

-----DESIGN DESIGNATION-----

Design Designation is based on year of construction per HDM 103.1

Construction Year AADT.....	AADT ( 2018 ) = 9390
Five Year AADT.....	AADT ( 2023 ) = 9620
Ten Year AADT.....	AADT ( 2028 ) = 9870
Twenty Year AADT.....	AADT ( 2038 ) = 10370
Construction Year DHV.....	DHV ( 2018 ) = 1470
Five Year DHV.....	DHV ( 2023 ) = 1500
Ten Year DHV.....	DHV ( 2028 ) = 1540
Twenty Year DHV.....	DHV ( 2038 ) = 1620
D = 53.94 %	
T = 13.3 %	

## TRAFFIC DATA REPORT

**January 4, 2016**

Project: Town of Mammoth Lakes Lower Main Street Sidewalk Project, Mono 203, PM R5.10/5.23-R5.43/5.60, EA 366901

Speed: The posted speed limit on SR 203 through the project is 35 mph.

Accident Data:

3 year Table B – September 1, 2010 through August 31, 2013

Accident Rates expressed in Million Vehicle Miles (MVM).

<b>Accident Rates (Per MVM)*</b>		
Types	Actual Avg.	Statewide Avg.
Fatal	0.000	0.011
F + I*	0.31	0.59
Total	0.63	1.39
* Accidents per Million Vehicle Miles		
* Fatal plus Injury		

Summary: Four collisions were recorded during the three-year study period and there were no fatality and two injury collisions. Two collisions were property damage only (PDO). The rear end and sideswipe collisions resulted in injury.

Accident Statistics:

- (4) 100% Eastbound Side of Highway
- (1) 25% Single Vehicle

Primary Collision Factor

- (2) 50% Speeding
- (1) 25% Failure to Yield
- (1) 25% Not Stated

Type of Collision

- (1) 25% Broadside
- (1) 25% Rear End
- (1) 25% Sideswipe
- (1) 25% Hit Object

Weather Conditions

- (3) 75% Clear weather
- (1) 25% Snowing

January 4, 2016

**TRAFFIC DATA REPORT (cont.)**

## Lighting

- (3) 75% Daylight
- (1) 25% Dusk/Dawn

## Roadway Conditions

- (3) 75% Dry roadway
- (1) 25% Snow, Icy

**Attachment J**  
**Risk Register Report**

LEVEL 1 - RISK REGISTER				Project Name: Lower Main Street Sidewalk Project			DIST- EA	09-MNO-203-5.10/5.23 and 5.30/5.66	Project Manager	Brian McElwain		
Risk Identification							Risk Rating		Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Priority Rating	Rationale for Rating	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	Organizational	Local communities pose objections	A portion of the project provides snow storage from the SR-203. The path would require snow be removed, causing additional issues with snow being stored in parking spots provided in the Town right-of-way. Currently, store owners have to pay to remove snow for their shops to be seen (otherwise the snow berm blocks line of sight). Will require Town or local businesses to truck out additional snow, may lead to public issues.	In 2013, The Town coordinated with the public, Main Street business and property owners, community members, and interested stakeholders for the development of the Main Street Plan. Since this process was vetted, Town expects minor conflicts to be minimal.	Low		Accept	Response includes providing updates during Town Council meetings and other commissions. Public comment welcomed.	Town	1/21/2016
Active	2	Threat	Organizational	State funding	State funding is currently in large deficit and projects are not being approved to spend their allocation	Project has no potential funding to date. Possible programming in the 2018 STIP.	Medium	2016 STIP will not provide funding. Soonest possible funding to occur in 2018 STIP and 2018 may be a zero STIP budget.	Mitigate	Apply for grant funding for construction costs. Budget for the costs associated with Environmental and PS&E through Town's Local Funds.	PM	6/22/2016
Active	3	Threat	Organizational	Updating to Caltrans Standards	Development of project plans requires approval from Caltrans and close adherence to Caltrans design standard per the Plans Preparation Manual.	Consultant will require additional time to comply and a minimum Caltrans review time of 30 days for each 60%, 95%, 100% submittal.	Medium		Mitigate	Town will have been through two iterations of plans per Caltrans Standards. Action includes more time to create PS&E files and additional time for Caltrans' review.	Town	6/22/2016
Active	4	Threat	Design	Aesthetic beauty of retaining walls	Existing retaining walls in Town limits require additional artistic requirements and costs - not typical of Caltrans' process. Additional approval may be needed.	Town staff does not predict any issues with the type of retaining walls or the retaining walls' aesthetic needs.	Low	Caltrans staff approved design for the North Main Street projects. No disagreements incurred.	Accept	Approved by Caltrans on previous projects. No further action needed.	Town	1/21/2016
Active	5	Threat	Construction	Access to homes and businesses	Due to the limited access of adjacent properties near the construction site, construction times may be limited or additional parking may need to be provided.	Contractor's responsibility for locating staging areas and negotiating with other private property owners.	Medium		Mitigate	Ensure access will be maintained. Stage construction to mitigate conflicts.	Town, PM	1/21/2016
Active	6	Threat	Construction	Small project area and limited staging areas	Due to the complex nature of the staging, additional private property agreements may be required to complete the work as contemplated, resulting in additional cost to the project.	Stakeholders are in discussion regarding possibilities	Medium		Mitigate	Ensure storage space will be available.	Town, PM	1/21/2016
Active	7	Threat	Construction	Delayed Project Construction	Construction takes longer due to limited area to redirect traffic, closed traffic lanes, or political effects of Special Events to minimize construction times	Limit working hours during larger special events	Low		Mitigate	Start construction by May of construction year.	Town, PM	1/21/2016
Active	8	Threat	ROW	Private Property's parking lot using Caltrans' Snow Storage	A private property owner near the intersection of Main Street and Mountain Road constructed a parking lot within Caltrans right-of-way. When the private property owner removes the snow from the parking lots, owner pushes the snow within Caltrans' right-of-way and is not using Caltrans' designated snow storage as intended.	Private property owner will wither need to remove the snow or dicontinue pushing the property's snow into Caltrans' right-of-way.	Low		Mitigate	Discuss with Property Owner.	PM	1/21/2016
Active	9	Threat										

## Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
monocounty.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax

### RESOLUTION R17-03

#### A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION AMENDING THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

**WHEREAS**, this amendment has been developed in accordance with the guidelines established by the California Transportation Commission, in consultation with the Town of Mammoth Lakes, Mono County LTC, and District 9, and

**WHEREAS**, the 2016 Regional Transportation Improvement Program identified construction funding for Meridian Roundabout and signal relocation (PPNO 2595) in fiscal year 2017/18, and this project needs to be deprogrammed, and

**WHEREAS**, the Town of Mammoth Lakes has identified a greater need for a new project, the Lower Main Street sidewalk project, and the construction funding from PPNO 2595 will be moved to the Lower Main Street sidewalk project, and

**WHEREAS**, this amendment and reprogramming of construction funds are consistent with the 2015 Regional Transportation Plan and is revenue neutral on the State Transportation Improvement Program (STIP).

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby adopts this amendment to the 2016 Regional Transportation Improvement Program as shown in attachment 1.

**PASSED AND ADOPTED** this 13th day of March 2017, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

---

John Peters, Chair  
Mono County Local Transportation Commission

Approved as to form:

---

Christy Milovich, Assistant County Counsel

ATTEST:

---

CD Ritter, LTC Secretary

Attachment for 2016 Mono RTIP Amendment																
(\$1,000's)																
					FY Totals						Component Totals					
Agency	Rte	PPNO	Project	Total	Prior	16-17	17-18	18-19	19-20	21-22	ROW	Const	PA & ED	PS & E	R/W sup	Con sup
Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch, segment 1 w/ Inyo	8,982	1,380	0	7,602	0	0	0	950	6844	0	250	180	758
Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)	500	0	0	0	500	0	0	0	500	0	0	0	0
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	2,168	2,168	0	0	0	0	0	1352	0	0	513	303	0
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0	0	0	310	0	0	0
Mammoth Lakes	203	2602	North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	2,090	90	0	0	0	0	0	0	2000	0	90	0	0
Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3	750	175	0	575	0	0	0	125	575	0	50	0	0
Mono County	loc	2605	County-wide Preventative Maintenance Program	1,150	0	0	150	1,000	0	0	0	1,000	50	100	0	0
Mono County	loc	2603	Airport Road Rehabilitation Project	1,273	0	0	0	31	52	1,190	0	1,190	31	52	0	0
Deprogram	Mammoth Lakes	loc	2595	Meridian Roundabout & signal relocation to Sierra Park	2,610	0	0	2,610	0	0	0	2610	0	0	0	0
amendment	Mammoth Lakes	203		Lower Main Street sidewalks project SR 203	2,610	0	0	2,610	0	0	0	2610	0	0	0	0
	Mono LTC	loc	2003	Planning, programming, and monitoring	535	130	135	135	135	0	0	405				
<b>Subtotal, Highway Projects</b>				<b>20,368</b>												
<b>Rail and Transit Project Proposals:</b>																
	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	200	200	0	0	0			200				
<b>Subtotal, Highway Projects</b>				<b>200</b>												
Total programmed or voted since July 2015				20,568												
STIP programmed share balance from August 2016				11,316												



## FONG 496 - Frequently Asked Questions

1. Does this plan include tax increases?

*No. The Traffic Relief and Road Improvement Act generates \$7.8 billion in new transportation funding (\$5.6 billion annual/\$2.2 billion one-time revenues) by ensuring that existing fees and taxes paid by transportation system users are dedicated for transportation.*

2. Does this plan divert funding currently dedicated to other programs?

*The Traffic Relief and Road Improvement Act does not reduce revenues committed to any specific state or local program. The bill dedicates revenues from transportation taxes, which inappropriately support the state General Fund rather than transportation projects.*

3. Will this bill require General Fund cuts?

*The Legislature has increased General Fund spending by more than \$36 billion over the past six years. None of this new spending supports roads. The General Fund impact of this plan is a small fraction of recent growth. The Governor and Legislative Democrats propose tax increases that place the transportation funding burden disproportionately on low-income and middle class families. Assembly Republicans welcome the opportunity to discuss General Fund spending priorities, but we will not support efforts by Democrats to fund transportation on the backs of the poor.*

4. Why shouldn't transportation users pay higher taxes to fund roads?

*Californians pay the second highest gas prices and the highest gas taxes (including cap-and-trade) in the nation. The average Californian pays more than \$200 every year to register a vehicle. Next to housing, families pay more for transportation than any other household expenditure (including food and healthcare). Gas taxes are regressive because lower income Californians drive less fuel efficient vehicles, and commute longer distances due to the state's lack of affordable housing (According to the LAO, commute times increase 4.5 percent for every 10 percent increase in rent). At the same time, the Legislature is diverting transportation taxes for non-transportation purposes. California motorists already face some of the poorest roads and worst congestion in the nation. The Legislature should ensure that existing transportation tax revenues fund transportation before imposing regressive tax increases on hard-working families.*

5. What does this bill do to reduce traffic congestion?

*According to PPIC, nearly 60 percent of Californians view traffic congestion as a "big problem." According to The Road Information Program (TRIP), a national transportation research group, congestion-related delays cost California motorists \$28 billion every year. In Los Angeles and the Bay Area, TRIP determined that the average motorist loses 80 hours due to congestion each year, costing \$1,700 in lost time and wasted fuel. Traffic congestion ranks as the top concern for Los Angeles County residents—surpassing physical safety, making ends meet, and housing affordability. The Traffic Relief and Road Improvement Act provides nearly \$2.5 billion to increase system capacity and reduce congestion. The bill ensures that last year's decision to slash \$750 million from capacity projects can be immediately restored.*

6. What is the "road diet," and why should it be repealed?

*In 2013, the Legislature required that all new development must reduce automobile travel. This change to CEQA rewards projects that increase traffic, and blocks projects that reduce traffic. Stakeholders estimate this will "add approximately \$1 billion in costs for each additional lane mile in California." The Administration describes this policy objective as a "road diet." Assembly*

*Republicans believe transportation funding should be used to reduce traffic, not create it. Policies designed to create gridlock should be repealed.*

7. Does this bill restore funds diverted from transportation?

*Yes. This bill eliminates the diversion of \$1 billion annually from gas tax revenues to the General Fund (i.e. the “weight fee swap”). This diversion steals more than \$400 million annually from local streets and roads. The bill also requires repayment of all outstanding transportation loans. It also ensures that revenues from the “hidden gas tax” (i.e. 11 cent gas price increase due to cap-and-trade) are appropriately funding transportation.*

8. Does this plan provide stable and sustainable transportation funding?

*Yes. Existing transportation funding is tied to the gas tax. The Governor has issued an Executive Order requiring a 50% reduction in petroleum consumption by 2030. The Air Resources Board proposes to place 4.2 million zero-emission vehicles on the road by 2030. Owners of zero-emission vehicles are predominantly wealthy, and pay no gas tax (According to an October 2015 University of California, Berkeley, study, the wealthiest 20 percent of households capture 90 percent of federal tax credits for electric vehicle purchases). If petroleum consumption declines, so will road funding. Gas tax increases will increasingly shift the funding burden to low-income motorists. The Traffic Relief and Road Improvement Act diversifies the transportation funding portfolio to provide stable and sustainable revenue. This bill creates the first new dedicated sources of transportation funding in 17 years.*

9. Does this plan address all of the state’s transportation needs?

*Yes. The Traffic Relief and Road Improvement Act includes new funding for deferred maintenance, highway improvement, local streets and roads, transit, active transportation, DMV modernization and CHP. It also facilitates federal funding for trade corridor improvements.*

10. Does this plan include reforms to improve efficiency and accountability for transportation spending?

*Yes. California has the 4<sup>th</sup> highest overhead costs in the nation for transportation projects. In May 2014, the Legislative Analyst released a review of staff support costs at Caltrans. The report determined that Caltrans is overstaffed by 3,500 full-time employees, at a cost of more than \$500 million per year. The Traffic Relief and Road Improvement Act achieves savings from Caltrans efficiencies, increases oversight over Caltrans spending, and creates a new Transportation Inspector General to audit projects and improve performance. All major transportation projects will be regularly audited. The plan increases flexibility for Caltrans to contract out, and restores a program allowing public-private partnerships.*

## Transportation Plan Comparison

	AB X (Fong)	Governor's Plan	AB 1 (Frazier)	SB 1 (Beall)
<b>Preliminary Revenue Estimate</b>	<b>\$7.8 billion</b> (\$5.6 billion annual/\$2.2 billion one-time revenues)	<b>\$4.3 billion</b> (\$4.2 billion annual/\$0.7 billion one-time revenues)	<b>\$6.8 billion</b> (\$6.1 billion annual/\$0.7 billion one-time revenues)	<b>\$6.8 billion</b> (\$6.1 billion annual/\$0.7 billion one-time revenues)
<b>Gas Tax Increase<sup>1</sup></b>	No Increase	11.7 cents/gallon + annual inflation adjustment	19.5 cents/gallon + annual inflation adjustment	19.5 cents/gallon over 3 years (Y1: 13.5 cents; Y2: 3 cents; Y3: 3 cents) + annual inflation adjustment
<b>Vehicle Registration Tax</b>	None	\$65/year	\$38/year + annual inflation adjustment	\$38/year + annual inflation adjustment
<b>Diesel Excise Tax Increase<sup>2</sup></b>	No Increase	11 cents/gallon + annual inflation adjustment	17 cents/gallon + annual inflation adjustment	17 cents/gallon + annual inflation adjustment
<b>Diesel Sales Tax Increase</b>	No Increase	No Increase	3.5% + annual inflation adjustment	4% + annual inflation adjustment
<b>Zero Emission Vehicle Tax</b>	None	None	\$165/year + annual inflation adjustment	\$100/year + annual inflation adjustment
<b>Weight Fee Diversion (~\$1 billion/year)</b>	100% restored Takes effect immediately	No Restoration	Partial Restoration (10% per year over 5 years)	Partial Restoration (10% per year over 5 years)
<b>Loan Repayment</b>	100% repayment in year 1 (\$2.2 billion)	Partial Repayment (32% over 3 years)	Partial Repayment (16% in year 1; 16% in year 2)	Partial Repayment (16% in year 1; 16% in year 2)
<b>Vehicle Sales and Use Taxes</b>	Dedicated to transportation	Diverted to General Fund	Diverted to General Fund	Diverted to General Fund
<b>Vehicle Insurance Taxes</b>	Dedicated to transportation	Diverted to General Fund	Diverted to General Fund	Diverted to General Fund

<sup>1</sup>Increase over 2016-17 rate of 27.8 cents/gallon

<sup>2</sup>Increase over 2016-17 rate of 16 cents/gallon

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Assembly California Legislature

**FRANK BIGELOW**  
ASSEMBLYMEMBER, 5<sup>TH</sup> DISTRICT

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## **AB 174: CALIFORNIA TRANSPORTATION COMMISSION RURAL REPRESENTATION ACT**

COAUTHORS: AGUIAR-CURRY, CABALLERO, DAHLE, GALLAGHER, MATHIS, WOOD

### **IN BRIEF:**

AB 174 would require one voting member of the California Transportation Commission to reside in a county with a population of less than 100,000.

### **EXISTING LAW:**

Currently, the California Transportation Commission consists of 11 voting members, and 2 Members of the Legislature who are appointed as non-voting ex-officio members. Of the 11 voting members, 9 are appointed by the Governor, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly.

### **THE ISSUE & AUTHOR'S STATEMENT:**

The California Transportation Commission's mission is to be a unified voice for transportation issues in California; however every current member of the California Transportation Commission resides in a county with a population over one million people. It is impossible for the Commission to meet their mission as a unified voice for transportation issues in California without a representative from a small rural county of under 100,000 people.

### **THE SOLUTION:**

AB 174 will ensure the voices of small, rural California counties are heard on the Commission. Our rural roads are crumbling and polka dotted with pot holes. Shovel-ready projects to update our infrastructure keep receiving the red line. The time has come to ensure our issues have a voice and a vote.

### **SUPPORT:**

**PENDING**

### **CONTACT:**

**Katie Masingale, Office of Assemblyman Bigelow  
(916) 319-2005 or [Katie.Masingale@asm.ca.gov](mailto:Katie.Masingale@asm.ca.gov)**

**ASSEMBLY BILL****No. 1630****Introduced by Assembly Member Bloom**

February 17, 2017

An act to amend Section 65072.1 of the Government Code, relating to transportation planning.

## LEGISLATIVE COUNSEL'S DIGEST

AB 1630, as introduced, Bloom. California Transportation Plan: wildlife movement.

Existing law requires various transportation planning activities by state and regional agencies. Existing law provides for the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature and to complete the first update by December 31, 2015, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection.

This bill would add wildlife movement across transportation infrastructure to the subject areas that the plan is required to consider for the movement of people and freight.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 65072.1 of the Government Code is
- 2 amended to read:

- 1 65072.1. The California Transportation Plan shall consider all  
2 of the following subject areas for the movement of people and  
3 freight:
- 4 (a) Mobility and accessibility.
  - 5 (b) Integration and connectivity.
  - 6 (c) Efficient system management and operation.
  - 7 (d) Existing system preservation.
  - 8 (e) Safety and security.
  - 9 (f) Economic development, including productivity and  
10 efficiency.
  - 11 (g) Environmental protection and quality of life.
  - 12 (h) *Wildlife movement across transportation infrastructure.*

Agenda Item #  
March 13, 2017

### **STAFF REPORT**

Subject: 2015/16 Audited Financial Report for the Eastern Sierra  
Transit Authority

Initiated by: John Helm, Executive Director

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#### **BACKGROUND:**

The Transportation Development Act requires that claimants receiving funds for transit services from a County Transportation Commission submit to an annual certified fiscal audit.

#### **ANALYSIS/DISCUSSION:**

In compliance with the requirements of the Transportation Development Act, the Eastern Sierra Transit Authority has an audited financial report prepared each year for the preceding fiscal year. The audit was again performed this year by the firm Fechter and Company. Fechter and Company was chosen to perform the audit following a procurement conducted in 2015.

The audit for the fiscal year ending June 30, 2016 is included on the following pages and is available for public viewing on ESTA's website.

#### **RECOMMENDATION:**

This item is presented for the information of the Commission, which is requested to receive and file the audit.

**EASTERN SIERRA  
TRANSIT AUTHORITY**

**ANNUAL FINANCIAL REPORT  
WITH INDEPENDENT AUDITOR'S  
THEREON**

*June 30, 2016*



**EASTERN SIERRA TRANSIT AUTHORITY**

Annual Financial Report  
For the Year Ended June 30, 2016

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Craig R. Fechter, CPA, MST  
Scott A. German, CPA

## INDEPENDENT AUDITOR'S REPORT

Members of the Board of Directors  
Eastern Sierra Transit Authority  
Bishop, California

We have audited the accompanying financial statements of the Eastern Sierra Transit Authority as of and for the year ended June 30, 2016, and the related notes to the financial statements, as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### Unmodified Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Eastern Sierra Transit Authority as of June 30, 2016, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Members of the Board of Directors  
Eastern Sierra Transit Authority

### **Other Matters**

#### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3–6 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Fechter & Company  
Certified Public Accountants

A handwritten signature in cursive script that reads "Fechter & Company, CPAs". The signature is written in dark ink and is positioned to the left of the printed text below it.

Sacramento, California  
December 22, 2016

**EASTERN SIERRA TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)  
JUNE 30, 2016**

As management of the Eastern Sierra Transit Authority (ESTA), we offer readers of our financial report this narrative overview and analysis of the financial activities for the fiscal year ended June 30, 2016.

**FINANCIAL HIGHLIGHTS**

- The assets of ESTA exceeded its liabilities at the close of the year by \$8,076,801. Of this amount, \$3,546,995 may be used to meet ESTA's ongoing obligations to its customers and creditors.
- Revenue significantly exceeded expenditures, primarily as a result of lowered operating expenses due to lower than budgeted fuel cost (\$351,024), lower than anticipated maintenance expense (\$99,726), lower employee compensation costs (\$95,398), and lower than budgeted unemployment expense (\$22,698). Fare revenue for the budget units, excluding MMSA, exceeded budget by \$209,091 primarily as a result of increases for the Reds Meadow Shuttle and the 395 Route budget units. This increased fare revenue was attributable to increased summer visitation in the eastern sierra during the 2015 summer as a result of low snowfall the prior winter.

**OVERVIEW OF THE FINANCIAL STATEMENTS**

This discussion and analysis is intended to serve as an introduction to ESTA's basic financial statements. ESTA's basic financial statements comprise three components: 1) government-wide financial statements, 2) notes to the financial statements, and 3) other reports including the schedule of federal awards.

**Government-Wide Financial Statements**

The government-wide financial statements are designed to provide readers with a broad overview of ESTA's finances, in a manner similar to a private sector business. The Statement of Net Position presents information on all of ESTA's assets and liabilities, with the difference between the two reported as net position. The Statement of Activities presents information showing how ESTA's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event takes place, regardless of the timing of related cash flows. Therefore, revenues and expenses are reported in the statement for certain items that will only result in cash flows in future fiscal periods (e.g. earned but unused vacation leave).

**Notes to Financial Statements**

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

**EASTERN SIERRA TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)  
JUNE 30, 2016**

**Other Reports**

Other reports include the Schedule of Federal Awards along with the Schedule of Findings and Questioned Costs. The Schedule of Federal Awards includes federal grant activity in accordance with OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations. Therefore some of the amounts differ from amounts presented in the basic financial statements. Additionally, this section contains reports on internal controls and compliance with financial and other matters.

**NET POSITION**

**Condensed Statement of Net Position at June 30, 2016 and 2015**

	<b>Business Type Activities</b>		
	2016	2015	Change
<b>Assets</b>			
Current and other assets	\$ 4,840,696	\$ 3,982,234	\$ 858,462
Capital assets	4,529,806	5,037,972	(508,166)
Total assets	<u>9,370,502</u>	<u>9,020,206</u>	<u>350,296</u>
<b>Liabilities</b>			
Current and other liabilities	905,807	638,778	(267,029)
Long-term liabilities	387,894	413,616	25,722
Total liabilities	<u>1,293,701</u>	<u>1,052,394</u>	<u>(241,307)</u>
<b>Net position</b>			
Invested in capital assets, net of related debt	4,529,806	5,037,972	(508,166)
Unrestricted	<u>3,546,995</u>	<u>2,929,840</u>	<u>617,155</u>
<b>TOTAL NET POSITION</b>	<u><u>\$ 8,076,801</u></u>	<u><u>\$ 7,967,812</u></u>	<u><u>\$ 108,989</u></u>

Net position invested in capital assets, net of related debt, represent 56 percent of total net position and reflect ESTA's investment in capital assets (consisting mainly of buses and equipment). ESTA uses the capital assets to provide services to citizens; consequently, these assets are not available for future spending.

Unrestricted net position represents the remaining 44 percent that may be used to meet ESTA's ongoing obligations to staff members and creditors.

Net position may serve over time as a useful indicator of a government's financial position. In the case of ESTA, assets exceed liabilities by \$8,076,801 at the close of the most recent fiscal year. Besides capital assets, the most significant portion of ESTA's net position is \$4,076,332 of cash invested in the County's investment pool and one outside bank account, and \$554,849 of accounts receivable. Cash and investments are maintained in the Inyo County's cash and investment pool where interest earned on ESTA's balance is apportioned to ESTA.

**EASTERN SIERRA TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)  
JUNE 30, 2016**

**CHANGES IN NET POSITION**

	<b>Business Type Activities</b>		
	2016	2015	Change
<b>Program revenues</b>			
Fare revenues	\$ 1,882,113	\$ 1,720,918	\$ 161,195
Local Transportation Fund	1,297,755	1,278,976	18,779
State Transit Assistance	105,608	304,192	(198,584)
Operating grants	444,167	538,769	(94,602)
Capital grants	329,269	1,196,248	(866,979)
Other program revenues	1,340,221	905,852	434,369
<b>General revenues</b>			
Interest and other revenues	14,482	123,404	(108,922)
<b>Total revenues</b>	<u>5,413,615</u>	<u>6,068,359</u>	<u>(654,744)</u>
<b>Expenses</b>			
Transit expense	<u>5,304,626</u>	<u>5,026,715</u>	<u>(277,911)</u>
<b>CHANGE IN NET POSITION</b>	108,989	1,041,644	(932,655)
Net position – beginning of year	<u>7,967,812</u>	<u>7,199,324</u>	<u>768,488</u>
Prior period adjustment	<u>-</u>	<u>(273,156)</u>	<u>273,156</u>
<b>End of Year</b>	<u>\$ 8,076,801</u>	<u>\$ 7,967,812</u>	<u>\$ 108,989</u>

Total revenues decreased \$654,744 from FY14/15 to \$5,413,615. Capital grants revenue, which is primarily composed of reimbursement for vehicle purchases, declined by \$866,979 in FY15/16. The previous year saw a larger than normal amount of vehicle purchases and, correspondingly, an increase in the reimbursement revenue. State Transit Assistance revenue also declined significantly in 15/16 as the state only released two of the anticipated four quarterly STA payments during the fiscal year. Operating grant revenue was down for the year due to lower reimbursements due to lower operating costs, primarily fuel costs. Transit expense increased by \$277,911 in FY 15/16 as a result of a 6.5% increase in service hours operated. The service increase was primarily related to the MMSA routes due to increased visitation in the winter of 2015/16, and to the Mammoth Express route, which saw a service expansion due to a new funding source.

**EASTERN SIERRA TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)  
JUNE 30, 2016**

**CAPITAL ASSETS AND DEBT ADMINISTRATION**

**Capital Assets**

ESTA's investment in capital assets, as of June 30, 2016, amounts to \$4,529,806 (net of accumulated depreciation). This investment in capital assets is comprised of buses and equipment. The large increase from the prior years is due to a large Federal grant that was for the purchase of new buses.

**Debt Administration**

ESTA had long-term obligations of \$387,894 related to net pension liability as of June 30, 2016.

**FUTURE ECONOMIC ISSUES**

- The MOU with the ESTA Employees Association (EEA) expired in May of 2016 and has been under negotiation since that time. A tentative agreement has been reached with the Association, which includes increases in compensation and benefits. If approved by the Association, employee compensation will increase by approximately 4.5% (\$150,000) per year.
- The future of the Affordable Care Act is in question following the 2016 presidential election. Modifications to the ACA could have an as yet unknown impact on ESTA's health insurance costs.
- The legalization of marijuana in the State may make it more difficult to recruit employees, who are required by ESTA's Drug & Alcohol Testing Policy, and by federal regulation to not use marijuana
- Action by the State legislature to address the current transportation programs funding shortfall could provide much needed revenues to fund transportation programs, particular the State Transportation Improvement Program (STIP) which, in the past, has been a primary source of funding for vehicle replacement.

**REQUESTS FOR INFORMATION**

This financial report is designed to provide a general overview of ESTA's financial position for all interested parties. Questions concerning any information in this report or requests for additional financial information should be addressed to the Eastern Sierra Transit Authority Executive Director, at P.O. Box 1357, Bishop, CA 93515 or the Inyo County Auditor-Controller at P.O. Drawer R, Independence, CA 93526.

**EASTERN SIERRA TRANSIT AUTHORITY**  
**STATEMENT OF NET POSITION - PROPRIETARY FUND**  
**JUNE 30, 2016**

**ASSETS**

## Current Assets:

Cash	\$ 4,076,332
Accounts receivable	554,849

Total current assets	4,631,181
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Capital assets, net of accumulated depreciation	4,529,806
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<b>TOTAL ASSETS</b>	<b>9,160,987</b>
---------------------	------------------

**DEFERRED OUTFLOWS OF RESOURCES**

Deferred pensions (note 7)	209,515
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**LIABILITIES AND NET POSITION**

## Current liabilities:

Accounts payable and accrued liabilities	527,227
Payroll liabilities	226,673
Line of credit	5,378
Non-current liability - Net pension liability (note 6)	387,894

Total liabilities	1,147,172
-------------------	-----------

**DEFERRED INFLOWS OF RESOURCES**

Deferred pensions (note 7)	146,529
----------------------------	---------

## Net Position

Invested in capital assets, net	4,529,806
Unrestricted	3,546,995

Total net position	8,076,801
--------------------	-----------

<b>TOTAL LIABILITIES AND NET POSITION</b>	<b>\$ 9,223,973</b>
---	---------------------

The accompanying notes are an integral part of these financial statements



**EASTERN SIERRA TRANSIT AUTHORITY**  
**STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**  
**FOR THE YEAR ENDED JUNE 30, 2016**

**Operating revenues:**

Fare revenues	\$ 1,882,113
	<u>1,882,113</u>
Total operating revenues	<u>1,882,113</u>

**Operating expenses:**

Salaries & benefits	2,543,599
Fuel	356,116
Vehicle maintenance	468,599
Professional & other services	189,403
Depreciation expense	1,209,489
Insurance	167,701
Rents	184,029
Miscellaneous expenses	33,054
Parts & supplies	80,933
Utilities	35,470
Advertising	36,233
	<u>5,304,626</u>
Total operating expenses	<u>5,304,626</u>

Operating income (loss)	<u>(3,422,513)</u>
-------------------------	--------------------

**Non-operating revenues:**

Local Transportation Fund allocation	1,297,755
State transportation fund allocation	105,608
PTMISEA revenues	467,636
Operating grants	444,167
Capital grants	329,269
Operating assistance	872,585
Gain on sale of asset	9,900
Other revenues	4,582
	<u>3,531,502</u>

Total non-operating revenues	<u>3,531,502</u>
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Change in net position	108,989
------------------------	---------

Beginning net position	<u>7,967,812</u>
------------------------	------------------

Ending net position	<u><u>\$ 8,076,801</u></u>
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The accompanying notes are an integral part of these financial statements

**EASTERN SIERRA TRANSIT AUTHORITY  
STATEMENT OF CASH FLOWS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Cash flows from operating activities:**

Receipts from customers	\$ 1,882,113
Other operating expenses	(1,238,638)
Payroll and related fringe benefits	<u>(2,522,158)</u>
Net cash used in operating activities	<u>(1,878,683)</u>

**Cash flows from non-capital financing activities:**

Local transportation fund allocation	1,297,755
State transit assistance allocation	105,608
Operating and capital grants	1,072,191
Operating assistance	872,585
Other revenues	<u>4,582</u>
Net cash provided by non-capital financing activities	<u>3,352,721</u>

**Cash flows from capital and related financing activities:**

Proceeds from asset sales	9,900
Proceeds of line of credit	5,378
Payments for capital asset purchases	<u>(701,321)</u>
Net cash used in capital and related financing activities	<u>(686,043)</u>

Net increase in cash and cash equivalents	787,995
Cash and cash equivalents, beginning of year	<u>3,288,337</u>
Cash and cash equivalents, end of year	<u><u>\$ 4,076,332</u></u>

The accompanying notes are an integral part of these financial statements

**EASTERN SIERRA TRANSIT AUTHORITY  
STATEMENT OF CASH FLOWS (continued)  
FOR THE YEAR ENDED JUNE 30, 2016**

**Reconciliation of operating income (loss) to net cash  
provided by (used) by operating activities:**

Operating income (loss)	\$ (3,422,513)
Adjustments to reconcile operating loss to net cash used by operating activities:	
Depreciation	1,209,489
Increase in accounts payable and accrued liabilities	283,224
Increase in payroll liabilities	21,441
Increase in net pension liability	<u>29,676</u>
<b>Net cash provided used by operating activities</b>	<b><u><u>\$ (1,878,683)</u></u></b>

The accompanying notes are an integral part of these financial statements

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 1: SIGNIFICANT ACCOUNTING POLICIES**

**A. THE REPORTING ENTITY**

The Eastern Sierra Transit Authority (the Authority) was established in 2007 by a joint powers agreement between Inyo County, Mono County, the City of Bishop, and the Town of Mammoth Lakes to operate a regional transportation system in the Eastern Sierra region.

As required by Governmental Accounting Standards Board (GASB) Statement No. 14, "The Financial Reporting Entity", the Authority has reviewed criteria to determine whether other entities with activities that benefit the Authority should be included within its financial reporting entity. The criteria include, but are not limited to, whether the entity has a significant operational and financial relationship with the Authority.

The Authority has determined that no other outside entity meets the above criteria and, therefore, no agency has been included as a component unit in the Authority's financial statements. In addition, the Authority is not aware of any entity that has such a relationship to the Authority that would result in the Authority being considered a component unit of that other entity.

**B. BASIS OF PRESENTATION**

The accounts of the Authority are organized and operated on the basis of funds, each of which is considered an independent fiscal and accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, net position, revenues, and expenses, as appropriate. Resources are allocated to and accounted for in individual funds based on the purpose for which they are to be spent and the means by which spending activities are controlled. The Authority distinguishes operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing transportation services to customers. The Authority's accounts are organized into the following fund types:

Proprietary Fund Type

The enterprise fund is used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Unrestricted net position for the enterprise fund represents the net assets available for future operations.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**C. MEASUREMENT FOCUS AND BASIS OF ACCOUNTING**

Accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The enterprise fund is accounted for on a flow of economic resources measurement focus. This measurement focus emphasizes the determination of increased/decreased net position. The accrual basis of accounting is used for the enterprise fund. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Pursuant to GASB Statement No. 20, "Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities That Use Proprietary Fund Accounting," all Financial Accounting Standards Board (FASB) statements and authoritative pronouncements issued on and before November 30, 1989, are applied to proprietary operations unless they conflict with GASB pronouncements. The Authority has elected not to apply FASB statements issued subsequent to November 30, 1989.

**Operating Revenues** - Revenues from the sale of tickets and passenger rides are recognized as income when the related service is provided.

**Non-Operating Revenues** – the Authority receives substantial funds that are not reported as operating revenues. For example, the Authority receives operating assistance from the Town of Mammoth Lakes. These funds are recognized as revenue when all applicable eligibility requirements are met. The Authority receives annual allocations from the Local Transportation and State Transit Assistance funds of the two counties it provides services in. These allocations are recognized into income as received. The Authority also receives a number of grants from various sources. These are recognized into income as eligibility requirements are met.

The following is a description of the Authority's main funding sources:

**Passenger Revenue:**

Passenger fares consist of fare charges to the users of the system.

**Operating Assistance:**

As mentioned above, the Town of Mammoth Lakes, a member of the Joint Powers Authority, provides operating assistance to the Authority. These revenues are not included as a component of fare revenues, but instead are reported as non-operating revenues.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**C. MEASUREMENT FOCUS AND BASIS OF ACCOUNTING (Continued)**

**Federal Transit Administration (FTA):**

FTA revenues are funded by a federal gas tax and revenues of the federal general fund. The Authority receives Section 5311 and Section 5316 grants which are used for operations. In addition, the Authority has received funds from Sections 5310 and 5320 as well as American Recovery and Reinvestment Act of 2009 (ARRA) funds, which have been used for capital assistance.

**Transportation Development Act (TDA):**

TDA provides funding for public transit operators. This is also known as Local Transportation Fund (LTF) funding. This state fund is one quarter of a percent of the sales taxes assessed in the multi-jurisdictional region. The Inyo County and Mono County Local Transportation commissions are responsible for apportionment of these funds within both Inyo and Mono Counties. This funding is highly dependent on local economic activity.

**State Transit Assistance (STA):**

STA funding comes from the Public Transportation Act (PTA) which derives its revenue from the state sales tax on gasoline. These funds are designated as discretionary or formula. The former is appropriated by the legislature. The latter is a formula based on population and fares generated.

**D. BUDGETARY INFORMATION**

State law requires the adoption of an annual budget for the enterprise fund, which must be approved by the Board of Directors. The Budget is prepared on an accrual basis. The Board of Directors adopts an annual budget for transit operations. The Executive Director shall have the authority to transfer funds between line items, not to exceed \$5,000 or 20% for any one line item, whichever is greater, with the limits of the overall budget. The Executive Director shall report, on a regular basis, any such transfers to and from budgeted line items. Budget amendments in excess of \$5,000 or 20% of a line item, whichever is greater, shall require Board approval.

**E. CASH AND EQUIVALENTS**

For purposes of the statement of cash flows, the Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash and equivalents.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**F. INVESTMENTS**

Investments consist of funds deposited in the pooled fund with Inyo County. Investments are stated at market value. Such investments are within the State Statutes and the Authority's investment policy.

**G. CAPITAL ASSETS**

Capital assets are stated at historical cost. The cost of normal maintenance and repairs is charged to operations as incurred. Improvements are capitalized and depreciated over the remaining useful lives of the related properties. Depreciation is computed using the straight-line method over estimated useful lives as follows:

Buildings and improvements	40 to 50 years
Buses and maintenance vehicles	4 to 12 years
Light-rail structures and light-rail vehicles	25 to 45 years
Other operating equipment	5 to 15 years

It is the policy of the Authority to capitalize all capital assets with an individual cost of more than \$5,000, and a useful life in excess of one year.

**H. COMPENSATED ABSENCES**

The Authority's policy allows employees to accumulate earned but unused comprehensive leave and compensated time off, which will be paid to employees upon separation from the Authority's service, subject to a vesting policy.

**I. FEDERAL, STATE, AND LOCAL GRANT FUNDS**

Grants are accounted for in accordance with the purpose for which the funds are intended. Approved grants for the acquisition of land, building, and equipment are recorded as revenues as the related expenses are incurred. Approved grants for operating assistance are recorded as revenues in which the related grant conditions are met. Advances received on grants are recorded as a liability until related grant conditions are met. The Transportation Development Act (TDA) provides that any funds not earned and not used may be required to be returned to their source.

When both restricted and unrestricted resources are available for the same purpose the Authority uses restricted resources first.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**J. USE OF ESTIMATES**

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

**K. ALLOWANCE FOR DOUBTFUL ACCOUNTS**

Accounts receivable consist entirely of amounts due from other governmental agencies for operating and capital grants. Management believes its accounts receivable to be fully collectible, and, accordingly, no allowance for doubtful accounts is required.

**Note 2: CASH AND INVESTMENTS**

Cash & investments consisted of the following at June 30, 2016:

Deposits held in the County of Inyo investment pool	\$ 3,933,452
Deposits held in financial institutions	142,780
Imprest cash	<u>100</u>
Total	<u><u>\$ 4,076,332</u></u>

**A. CUSTODIAL CREDIT RISK**

At June 30, 2016, the carrying amount of the deposits held at banks was \$142,780 and the bank balances totaled \$142,780. The bank balances are insured by the FDIC for \$250,000 and the remaining was collateralized, as required by California Government Code 53630, by the pledging financial institution with assets held in a common pool for the Authority and other governmental agencies. State law requires that the collateral be equal to or greater than 100% of all public deposit that is held with the pledging financial institution if government securities are used or 150% if mortgages are used as the collateral.

**B. AUTHORIZED INVESTMENTS**

California statutes authorize the Authority to invest idle or surplus funds in a variety of credit instruments as provided for in California Government Code Section 53600, Chapter 4 – Financial Affairs.

The Government Code allows investments in the following instruments:

- Securities of the United States Government, or its agencies



**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 2: CASH AND INVESTMENTS (Continued)**

**B. AUTHORIZED INVESTMENTS (Continued)**

- Small Business Administration loans
- Certificates of Deposit (or Time Deposits) Negotiable Certificates of Deposit
- Commercial paper and medium-term corporate notes
- Local Agency Investment Fund (State Pool and County Pool) Demand Deposits
- Repurchase Agreements (Repos)
- Passbook Savings Account Demand Deposits
- Reverse Repurchase Agreements
- County Cash Pool

The bulk of the District's assets are held in an investment pool with the County of Inyo. More information about the County's investments can be found in the County's financial statements.

**C. CASH IN COUNTY TREASURY**

Cash in Inyo County is held by the Inyo County Treasurer in an investment pool. The County maintains a cash and investment pool in order to facilitate the management of cash. Cash in excess of current requirements is invested in various interest-bearing securities. Information regarding categorization and fair value of investments can be found in the County's financial statements. The Treasurer's investments and policies are overseen by the Inyo County Treasury Oversight Committee.

Government Accounting Standards Board Statement No. 40 requires additional disclosures about a government's deposits and investment risks that include custodial risk, credit risk, concentration risk, and interest rate. The Authority did not have a deposit or investment policy that addresses specific types of risks.

Required risk disclosures for the Authority's investment in the Inyo County Investment Pool at June 30, 2016, were as follows:

Credit Risk	Not rated
Custodial risk	Not applicable
Concentration of credit risk	Not applicable
Interest rate risk	320 days average maturity

The fair value of the Authority's investment in the Inyo County Investment Pool is determined on an amortized cost basis which approximates fair value.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 3: CAPITAL ASSETS**

Capital assets consisted of the following at June 30, 2016:

	Balance 7/1/2015	Additions	Disposals	Balance 6/30/2016
Vehicles	\$8,832,676	\$ 202,475	\$(201,373)	\$8,833,778
Equipment	236,698	5,400	-	242,098
Buildings/structures	53,655	493,446	-	547,101
Total assets	9,123,029	701,321	(201,373)	9,622,977
Accumulated depreciation	(4,085,055)	(1,209,489)	201,373	(5,093,171)
Capital Assets, Net	<u>\$5,037,974</u>	<u>\$ (508,168)</u>	<u>\$ -</u>	<u>\$4,529,806</u>

Depreciation expense was \$1,209,493 for the year ended June 30, 2016.

**Note 4: LEASES**

The Authority leases buildings and office facilities under non-cancelable operating leases. Total cost for such leases was \$168,000 for the year ended June 30, 2016. The future minimum lease payments for these leases are as follows:

<u>Year Ending June 30</u>	<u>Amount</u>
2017	\$ 150,000
2018	150,000
2019	150,000
2020	150,000
2021	150,000
	<u>150,000</u>
Total	<u>\$ 750,000</u>

**Note 5: FARE REVENUE RATIO**

The Authority is required to maintain a fare revenue-to-operating expense ratio of 10% in accordance with the Transportation Development Act. The fare revenue-to-operating expense ratio for the Authority is calculated as follows for the year ended June 30:

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 5: FARE REVENUE RATIO (Continued)**

	<u>2016</u>
Fare Revenues	<u>\$1,882,113</u>
Total Revenues	<u>1,882,113</u>
Operating Expenses	5,304,626
Less Allowable Exclusions:	
Depreciation and Amortization	<u>(1,209,489)</u>
Net Operating Expenses	<u>\$4,095,137</u>
Fare Revenue Ratio	45.95%

**Note 6: AUTHORITY EMPLOYEE'S RETIREMENT PLAN (DEFINED BENEFIT PLAN)**

**A. PLAN DESCRIPTION**

The Authority's defined benefit pension plan, the California Public Employee's Retirement System, provides retirement and disability annual cost of living adjustments, and death benefits to plan members and beneficiaries. The California Public Employee's Retirement System (CalPERS), a cost sharing multiple-employer plan administered by CalPERS, which acts as a common investment and administrative agent for participating public employers within the State of California. A menu of benefit provisions as well as other requirements is established by State statutes within the Public Employee's Retirement Law. The Authority selects optional benefit provisions from the benefit menu by contract with CalPERS and adopts those benefits through local ordinance (other local methods). CalPERS issues a separate report.

**B. FUNDING POLICY**

Active plan members in the Authority's defined pension plan are required to contribute either 8%, 7%, or 6.25% of their annual covered salary depending upon the plan in which the employee participates. The Authority is required to contribute the actuarially determined remaining amounts necessary to fund the benefits for its members. The actuarial methods and assumptions used are those adopted by the CalPERS Board of Administration. The required employer contribution rates for 2015-2016 were 9.067%, 8.003%, or 6.237% of covered payroll depending upon the retirement plan tier. In addition to the contribution rates noted above. The Authority has to make a separate payment attributable to the unfunded liability that is no longer included with the overall contribution rates. The contribution requirements of the plan members are established by state statute and the employer contribution rate is established and may be amended by CalPERS. Per the employee Memorandum of Understanding, the Authority pays the plan members contribution on their behalf for employees hired on or before December 31, 2012.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 6: AUTHORITY EMPLOYEE'S RETIREMENT PLAN (DEFINED BENEFIT PLAN)  
(Continued)**

**B. FUNDING POLICY (Continued)**

At June 30, 2016, the District reported a liability of \$387,894 in the Statement of Net Position for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2015 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The District's proportion of the net pension liability was based on a projection of the District's long-term share of contributions to the pension plan relative to the projected contributions of all Pension Plan participants, which was actuarially determined.

For the fiscal year ended June 30, 2016, the District recognized pension expense of \$239,194 in its Government-Wide financial statements. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions, and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits.

**C. ACTUARIAL ASSUMPTIONS**

The total pension liability in the June 30, 2015 actuarial valuation was determined using the following actuarial assumptions. Total pension liability represents the portion of the actuarial present value of projected benefit payments attributable to past periods of service for current and inactive employees.

- Discount Rate/Rate of Return – 7.5%, net of investment expense
- Inflation Rate – 2.75%
- Salary increases – Varies by Entry Age and Service
- COLA Increases – up to 2.75%
- Post-Retirement Mortality – Derived using CalPERS' Membership Data for all Funds

The actuarial assumptions used in the June 30, 2015 valuation were based on the results of an actuarial experience study for the period July 1, 2011 through June 30, 2014.

The long-term expected rate of return on pension plan investments (7.5%) was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense, and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 6: AUTHORITY EMPLOYEE'S RETIREMENT PLAN (DEFINED BENEFIT PLAN)  
(Continued)**

**C. ACTUARIAL ASSUMPTIONS (Continued)**

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Global Equity	47.0%	5.71%
Global Fixed Income	19.0%	2.43%
Inflation Sensitive	6.0%	3.36%
Private Equity	12.0%	6.95%
Real Estate	11.0%	5.13%
Infrastructure and Forestland	3.0%	5.09%
Liquidity	2.0%	(1.05)%

The discount rate used to measure the total pension liability was 7.5 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from the District will be made at contractually required rates, actuarially determined. Based on those assumptions, the pension fund's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. In theory, the discount rate may differ from the long-term expected rate of return discussed previously. However, based on the projected availability of the pension fund's fiduciary net position, the discount rate is equal to the long-term expected rate of return on pension plan investments, and was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the District's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents what the District's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.5%) or 1 percentage point higher (8.5%) than the current rate:

	1% Decrease 6.50%	Discount Rate 7.5%	1% Increase 8.5%
District's proportionate share of the net pension plan liability	\$ 651,025	\$ 387,894	\$ 171,193

Detailed information about the pension fund's fiduciary net position is available in the separately issued CALPERS comprehensive annual financial report which may be obtained by contacting PERS.

**EASTERN SIERRA TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE YEAR ENDED JUNE 30, 2016**

**Note 7: DEFERRED OUTFLOWS AND INFLOWS OF RESOURCES**

Pursuant to GASB Statement No. 63, the District recognized deferred outflows of resources in the government-wide and proprietary fund statements. These items are a consumption of net position by the District that is applicable to a future reporting period.

The District has one item that is reportable on the Government-Wide Statement of Net Position as Deferred Outflows of Resources which is related to pensions. The total is \$209,515.

The District also recognized deferral inflows of resources in the government-wide financial statements. This is an acquisition of net position by the District that is applicable to a future reporting period. The District has one item related to pensions that is captured as a deferred inflow of resources. The total at year-end was \$146,529.

Under the modified accrual basis of accounting, it is not enough that revenue is earned; it must also be available to finance expenditures of the current period. Governmental funds will therefore include deferred inflows of resources for amounts that have been earned but are not available to finance expenditures in the current period.

Deferred outflows of resources and deferred inflows of resources above represent the unamortized portion of changes to net pension liability to be recognized in future periods in a systematic and rational manner.

\$307,930 was reported as deferred outflows of resources related to pension resulting from District contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year-end June 30, 2016.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30,	Amount
2016	\$ 77,840
2017	77,840
2018	70,738
2019	(71,247)
Total	\$ 155,172

**Note 9: SUBSEQUENT EVENTS**

Management has evaluated subsequent events to determine if events or transactions occurring through December 22, 2016, the date the basic financial statements, were available to be issued, require adjustment to, or disclosure in, the basic financial statements. No events were found to have occurred that would materially affect the carrying balances of assets and liabilities at the balance sheet date out of the ordinary course of business operations.

**EASTERN SIERRA TRANSIT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION - PENSIONS  
FOR THE YEAR ENDED JUNE 30, 2016**

Eastern Sierra Transit Authority – Schedule of the Authority’s proportionate share of the Net Pension Liability:

Last 10 Fiscal years\*:

	<u>FY 2014</u>	<u>FY 2015</u>
District’s proportion of the net pension liability	Varies by plan	Varies by plan
District’s proportionate share of the net pension liability	\$ 413,616	\$ 387,894
District’s covered employee payroll	1,366,206	1,582,603
District’s proportionate share of the net pension liability as a percentage of its covered-employee payroll	30.27%	24.51%
Plan Fiduciary net position as a percentage of the total pension liability	79.87%	83.27%

\*Amounts presented above were determined as of 6/30.

Additional years will be presented as they become available.

CALPERS - Schedule of District contributions

Last 10 Fiscal Years\*:

	<u>FY 2014</u>	<u>FY 2015</u>
Actuarially determined contribution	\$ 115,464	\$ 183,362
Total actual contributions	(115,464)	(183,362)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>
District’s covered-employee payroll	\$ 1,366,206	\$ 1,582,603
Contributions as a percentage of covered employee payroll	8.45%	11.59%

**OTHER REPORTS**





Craig R. Fechter, CPA, MST  
Scott A. German, CPA

## INDEPENDENT AUDITOR'S REPORT

Members of the Board of Directors  
Eastern Sierra Transit Authority  
Bishop, California

We have audited the accompanying financial statements of the Eastern Sierra Transit Authority as of and for the year ended June 30, 2016, and the related notes to the financial statements, as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### Unmodified Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Eastern Sierra Transit Authority as of June 30, 2016, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Members of the Board of Directors  
Eastern Sierra Transit Authority  
Bishop, California

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the 19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

During the fiscal year ended June 30, 2016, the Authority received proceeds of \$467,636 of PTMISEA funds from Inyo.

This report is intended solely for the information and use of the Eastern Sierra Transit Authority, the Mono and Inyo County Local Transportation Commissions, management, the California Department of Transportation, and the State Controller's Office and is not intended to be and should not be used by anyone other than these specified parties.

Fechter & Company  
Certified Public Accountants

A handwritten signature in cursive script that reads "Fechter & Company, CPAs". The signature is written in black ink and is positioned above the printed name and address of the firm.

Sacramento, CA  
December 22, 2016

February 13, 2017

**STAFF REPORT**

Subject: Low Carbon Transit Operations Program FY 2016-17 Funds

Initiated by: Jill Batchelder, Transit Analyst

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**BACKGROUND:**

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

This program will be administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

**ANALYSIS/DISCUSSION:**

Eastern Sierra Transit is requesting FY 2016-17 LCTOP funds from both the Inyo and Mono County LTCs to fund two projects: continued expansion of the Mammoth Express fixed-route service, and the continued expansion of the Lone Pine Express fixed Route service.

The expansion of the Mammoth Express route is a continuation from the prior year and would continue to provide an additional northbound run departing Bishop at 6:50am to permit passengers to arrive in Mammoth in time to work a Monday through Friday 8:00am to 5:00pm shift, and additional southbound run departing Mammoth at 7:00pm to permit passengers who work later shifts (beyond 5:00pm), or who wish to stay in Mammoth for the early evening hours for shopping, dining or socializing, to travel back to the communities of Crowley Lake, Tom's Place or Bishop.

The expansion of the Lone Pine Express fixed commuter route bus service will provide an additional northbound run departing Lone Pine midday, three days per week. The additional midday run will permit passengers to spend a half day in Bishop for medical appointment, social services, shopping, and recreation opportunities. This had been a request through on-board survey and public meetings. The expanded midday route will be coordinated with the 1:00pm departure of the Mammoth Express making an afternoon round-trip travel between Lone Pine and Mammoth possible.

No areas within Inyo or Mono County are designated as a disadvantage community. Therefore, the goal for our region under this program is to reduce greenhouse gases.

### **FINANCIAL CONSIDERATIONS:**

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$26,189. The 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year and should be divided between Inyo and Mono County projects with a 30%/70% split.

Mono County (99313)	\$ 8,225
Eastern Sierra Transit Authority (99314)	\$ 11,913
Inyo County (99313)	\$ 6,051
Total	\$ 26,189

It should be noted that the FY 2016/17 LCTOP funding has been reduced by \$31,848, when compared to the FY 2015/16 funds.

Project costs:

Expansion of the Mammoth Express Route

- The operating cost for additional fixed-route service is \$30,389
- Expected fare revenue at 1,300 annual passenger at an average fare of \$5.64 = \$7,332
- Required funding

LCTOP	\$ 14,390
Fares	\$ 7,332
LTF	\$ 8,667
Total	\$ 30,389

Expansion of the Lone Pine Express Route

- The operating cost for additional fixed-route service is \$16,357
- Expected fare revenue at 607 annual passenger at an average fare of \$5.12 = \$3,132
- Required funding

LCTOP	\$ 11,799
Fares	\$ 3,132
LTF	\$ 1,426
Total	\$ 16,357

### **RECOMMENDATION**

It is recommended that the LTC approve Resolution #R17-01 allocating \$26,189 of FY 2016-17 Low Carbon Transit Operations Program (LCTOP) funds for the expansion of Mammoth Express fixed-route service, expansion of the Lone Pine Express fixed-route service, and authorize the Mono County LTC executive director and Eastern Sierra Transit Authority's executive director to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.

Lead Agency: Mono County  
Project Name: Mammoth Express Fixed Route Service  
Prepared by: Jill Batchelder

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

**A. General**

1. The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The project lead must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

**B. Project Administration**

1. The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The project lead certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the
7. Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP
8. The project lead must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
10. Funds must be encumbered and liquidated within the time allowed

### C. Reporting

1. The project lead must submit the following LCTOP reports:
  - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
  - b. A Final Report within six months of project completion.
  - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
2. Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### D. Cost Principles

1. The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
  - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

**A. Record Retention**

1. The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional ..
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
3. The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

**F. Special Situations**

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

**Scott Burns**

*(Print Authorized Agent)*

**Mono Co. LTC, Executive Director**

*(Title)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*



**RESOLUTION R17-02**  
**AUTHORIZATION FOR EXECUTION OF THE LOW-CARBON TRANSIT OPERATIONS**  
**PROGRAM (LCTOP) PROJECT: EXPANSION OF THE MAMMOTH EXPRESS FIXED-**  
**ROUTE SERVICE IN THE AMOUNT OF \$14,390**  
**EXPANSION OF THE LONE PINE EXPRESS FIXED-ROUTE SERVICE**  
**IN THE AMOUNT OF \$11,799**

**WHEREAS**, the Mono County Local Transportation Commission is an eligible project sponsor and may receive state funding from the Low-Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

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

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

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

**WHEREAS**, the Mono County Local Transportation Commission wishes to implement the LCTOP project(s) listed above.

**NOW, THEREFORE, BE IT RESOLVED** by the Mono County Local Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** by the Mono County Local Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2016-17 LCTOP funds:

Project Name: Expansion of the Mammoth Express fixed-route service

Amount of LCTOP funds requested: \$14,390

Short description of project: The continued expansion of the Mammoth Express will provide two additional runs departing Bishop at 6:50 am and Mammoth at 7:00 pm.

Contributing Sponsors: Eastern Sierra Transit Authority

Project Name: Expansion of the Lone Pine Express fixed-route service

Amount of LCTOP funds requested: \$11,799

Short description of project: The expansion of the Lone Pine Express will provide an additional northbound run departing Lone Pine midday, three days per week.

Contributing Sponsors: Eastern Sierra Transit Authority and Inyo County Local Transportation Commission

PASSED AND ADOPTED this 13<sup>th</sup> day of March 2017, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

---

John Peters, Chair  
Mono County LTC

ATTEST:

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CD Ritter, Secretary



# State Transportation Improvement Program (STIP)

Ensuring Transportation Infrastructure Investments in Every County

FACT SHEET

## STIP in Crisis

Californians in every county rely on an efficient, multi-modal transportation network for the safe and reliable movement of people and goods. The **State Transportation Improvement Program (STIP)** is the only state program to address a wide range of transportation challenges, meeting regional and interregional, urban and rural needs. Unfortunately, the STIP is in crisis. In 2016, with the drop in gasoline prices and diversion of diminishing price-based gas excise taxes to repay old transportation debt service (weight fee diversion), the California Transportation Commission (CTC) deleted over \$750 million and delayed an additional \$755 million previously committed to highway, rail, transit, bicycle, and pedestrian projects. These drastic actions affect over \$1.5 billion in projects statewide, and prevent the generation of thousands of jobs for Californians.

**Californians need the State Legislature and California Transportation Commission (CTC) to strengthen its commitment and partnership** to address the extensive, complex, and oftentimes unique transportation challenges faced in each county. **Regional Transportation Planning Agencies urge the State to invest new revenues and reinvest more discretionary state and federal funds available for transportation back into the STIP.**

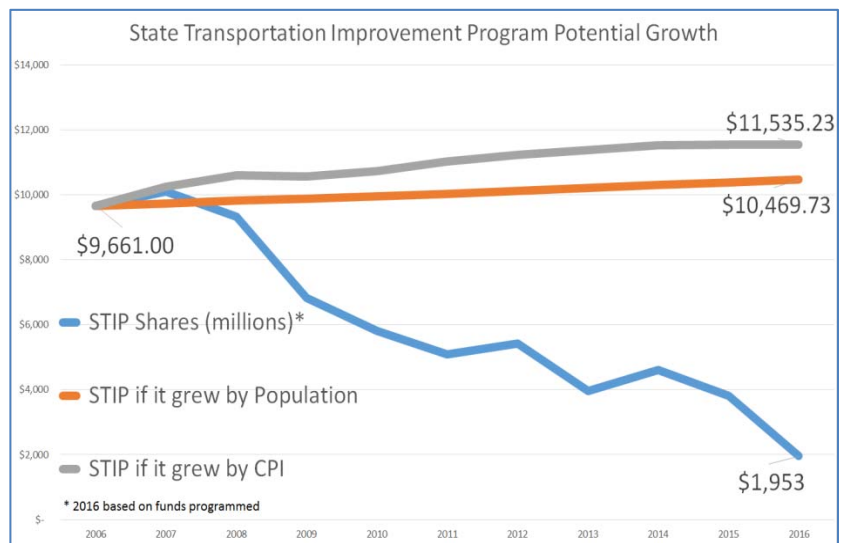
Historically the STIP has included a combination of federal and state funds. In fact a main focus of SB 45 (Kopp, 1997) STIP reforms was to consolidate numerous funding pots. Following a number of attempts to divert funding, the 2010 gas tax swap was intended to stabilize the STIP. However, with the diversion of gas taxes to backfill weight fees and lower gas prices, the STIP's fund source has declined significantly. This decline in funding has led to a severe underinvestment in transportation infrastructure for the State of California that has had a negative impact on the quality of life for residents. Californians are facing longer commutes and spending less time with their loved ones.

**We urge the Legislature to take action to stabilize and restore the STIP.**

- Reaffirm the existing price-based excise tax formula, 44% of which funds the STIP (the STIP's only current revenue source).
- Direct adjustments to the price-based sales tax through the existing STIP formula
- Return weight fee revenues, partially or completely, to the State Highway Account

## Why is the STIP Important?

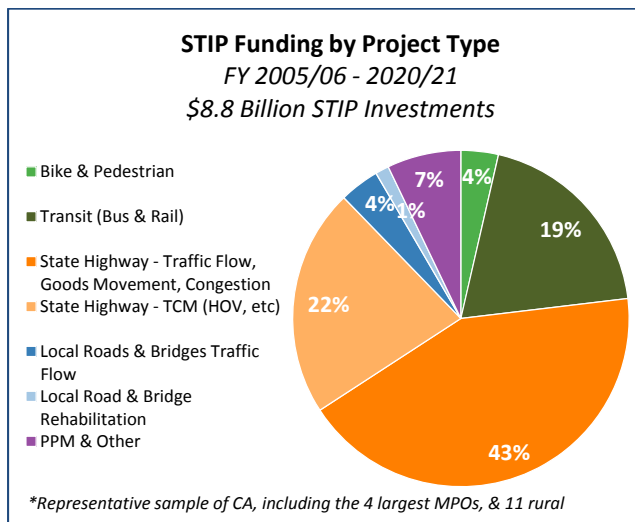
Regions depend on STIP funds to address their unique transportation challenges and to deliver projects that are included in publicly-vetted and Board-adopted *Regional Transportation Plans* and SB 375 Sustainable Communities Strategies. The projects are critical to meeting national, state, regional and local goals and priorities, including the reduction of greenhouse gas emissions. Unlike competitive programs, such as the Active Transportation Program, trade/freight programs, and most cap-and-trade programs, the STIP ensures that transportation investments are made in every single county - rural and urban. The STIP also serves as a match allowing regions to leverage federal and other competitive funds.



Further, in recognition that **regions and counties are in the best position to determine how to meet their unique transportation needs**, SB45 gave Regional Transportation Planning Agencies (RTPA) the responsibility of selecting (programming) projects for 75 percent of available STIP dollars, with close oversight from the California Transportation Commission (CTC) and Caltrans.

The STIP provides regions with the flexibility to fund critical infrastructure projects and programs, such as:

- State highway projects, including HOV/carpool, auxiliary lanes, and interchange projects that improve safety, traffic flow, goods movement, and travel times.
- Local streets and roads, including major roadway rehabilitation and intersections.
- Bus and rail public transit projects.
- Bicycle and pedestrian facilities.
- Transportation system management activities and carpool programs.
- Intermodal facilities.
- Interregional highway and rail projects.



The regions are held responsible and accountable for identifying and meeting high priority needs by the public and the CTC. Regions receive input from a diverse array of stakeholder groups including Caltrans, bicyclists, pedestrians, seniors, people with disabilities, local governments, and the local community when selecting projects for STIP funding. Oftentimes, these projects have been in development for many years and have garnered public support well before receiving STIP funds.

The STIP has played and will continue to play an important role in sustaining the State's economic prosperity, accommodating future population growth, and providing reliable and safe mobility for commerce, agricultural, timber, tourism, and other activities.

## How Transportation Funding Proposals Impact the STIP

SB 1 (Beall, D-San Jose) and AB 1 (Frazier, D-Oakley) support the STIP primarily by restoring money to the State Highway Account (SHA). Since 2010, revenues from the price-based excise tax (PBET) are first used to backfill weight fees that are diverted from the State Highway Account (approx. \$1B per year). What is left is then divided 44% to the STIP, 44% to local streets and roads and 12% to the SHOPP. In 2010, when gas prices were high, over \$700 million was left for the STIP; but in 2016 it dropped to \$150 million for the STIP. As a result, restoring weight fee funds to the SHA restores funds for the STIP. The provisions in AB 1 and SB 1 that will have the most dramatic impact on the STIP are:

- Stabilize the Price-Based Excise Tax to 18 cents
- Index the Price-Based Excise Tax so that it will not lose purchasing power
- Restore half of the weight fees to the SHA over 5 years (\$500 Million a year to SHA), meaning that the rest of the Price based excise tax can be distributed through the 44% STIP/44% local streets and roads/ 12% SHOPP formula

AB1 and SB1 are expected to restore the STIP to historical averages, directing \$750 million for STIP transportation projects.

The Governor Brown Administration's proposal takes a much more limited approach. There is no provision for return of weight fees to the State Highway Account. And although the Administration restores the price based excise tax to 21.5 cents, the Department of Finance has indicated that only 18 cents would be distributed through the 44%/44%/12% formula. The remaining 3.5 cents would go to a new account that is mostly marked for maintenance and rehabilitation. It is unclear in the Administration's proposal where the indexed price based excise tax would go.

**Wheeler Crest Fire Protection District  
129 Willow Road  
Swall Meadows, CA 93514**

196



**Date: February 21, 2017**

**Re: Support for Emergency Access Road Study  
for the Community of Swall Meadows**

**To: Local Transportation Commission of Mono County  
John Peters - Chairman**

On behalf of the Wheeler Crest Fire Protection District Board of Directors, this letter would like to reconfirm our support for an emergency access road study and recommendation for the Community of Swall Meadows.

The lack of any secondary access egress in the case of an emergency was voiced as a concern as far back as 2002 after the Birch Creek Fire. Initially a southern route was identified and that was deemed too dangerous and/or costly to make safe. There have been discussions about a preferred route off Quail Circle to Swall Meadows road or Lower Rock Creek road. We are open to this or any other proposal. We are simply looking for some type of progress or tangible plan to discuss with our community members.

We understand that hazard mitigation is important everywhere. However, our community has experienced multiple wildfires, downed power lines isolating the lower part of the community in winter for days and mandatory evacuation conditions all within the past few years.

Your attention to this matter would be greatly appreciated.

A handwritten signature in black ink, appearing to read "Bill Goodman", is written over a horizontal line.

Bill Goodman – Chairman on behalf of the Board of Directors  
Helmut Grigereit – Secretary  
Brent Miller – Treasurer  
Michael Bornfeld  
Glenn Inouye

Cc: Fred Stump – County Supervisor  
Scott Burns – Community Development

RECEIVED  
MAR 02 2017  
MONO COUNTY  
Community Development



*A Fire Safe Community Benefits All*

February 28, 2017

Mono County Local Transportation Commission  
PO Box 347  
Mammoth Lakes, CA 93546

Attention: Scott Burns

Re: Community Emergency Access Route for Swall Meadows, Work Element 616-15-0

Dear Mr. Burns,

The Wheeler Crest Fire Safe Council in the community of Swall Meadows would like to respond to your draft for a Hazard Mitigation Plan in Mono County, which includes the CWPP and the Community Emergency Access Route as listed in Work Element 616-15-0.

We strongly support the Hazard Mitigation Plan involving consultants to help us in putting this complex project in place. We thank you for creating this grant proposal and all the time and special effort you and your staff have put in so far.

The importance of an updated Hazard Mitigation Plan is of particular importance after our Round Fire two years ago, which destroyed 35 homes and put residents and firefighters in life threatening danger with only one egress route in and out of Swall Meadows. Swall Meadows Road, our only access route, is a narrow two-lane road (one lane each way) without a safe curbside, particularly where the terrain on the side quickly falls off.

Since 2002, Swall Meadows residents have faced 4 significant fires in and around the community, which emphasizes even more the necessity of working on a lasting Fire Mitigation Plan and the need for expert consultants.

In the last several years the community of Swall Meadows has worked very hard through grants, clean ups, and individual homeowner efforts to decrease our local fire hazard, but much

more needs to be done. We urge the LTC to use the Hazard Mitigation grant for the most needed work element, which we consider to be the Community Emergency Access Route Assessment # 616-15-0 for Swall Meadows.

The need for an emergency egress route for the Swall Meadows community is a long-standing, recognized, and necessary project, and is consistent with current State and Federal Fire mitigation standards. If our community were to be designed today, a secondary route in and out of Swall Meadows would be mandatory.

We ask of the LTC that Work Element 616-15-0 be moved forward for funding, implementation, and construction. Please know that in your efforts you will have the complete cooperation of WCFSC.

Respectfully yours,



Alan Barlow  
President, Wheeler Crest Fire Safe Council  
129 Willow Road  
Swall Meadows, CA 93514  
catalinaalan@yahoo.com

cc: Shannon Kendall  
Fred Stump

Enclosure



**Walter Lehmann**

---

**From:** Walter Lehmann  
**Sent:** Thursday, November 19, 2015 6:25 PM  
**To:** 'Dale Schmidt (skymeadowranch@schat.net)'  
**Cc:** Fred Stump (fstump@mono.ca.gov); Garrett Higerd (ghigerd@mono.ca.gov); Paul Roten (proten@mono.ca.gov)  
**Subject:** Swall Meadows - potential emergency access  
**Attachments:** Pinion-Quail Circle ROW - TMB9PG67.PDF; Pinion-Quail Circle ROW - TMB9PG67A.PDF; Pinion-Quail Circle ROW - TMB9PG67B.PDF; Pinon-Quail Circle Imp Plan 1984.PDF; Swall Meadows Potential Emergency Access Route.pdf; TM37-27A Pinon Ranch - CC&Rs Vol 418-316.pdf

Dale,

Per your request I have prepared a preliminary diagram of a proposed emergency access route from Quail Circle to Swall Meadows Road. The distances and elevations are approximate and should be field surveyed to verify the feasibility of this route. Also attached are the Pinon Ranch Subdivision Maps, the CC&Rs, and the Quail Circle Road Improvement Plan.

Unfortunately I misspoke that there was an easement coming off of Quail Circle to USFS Land. To create that easement, permission from the owners of Lot 5 and/or Lot 6 would be needed. Let me know if you require additional public records for Swall Meadows.

Walt Lehmann  
Engineering Technician III  
Mono County Dept. of Public Works  
P.O. Box 457  
Bridgeport, CA 93517  
[wlehmann@mono.ca.gov](mailto:wlehmann@mono.ca.gov)  
760.932.5445

*Support of Land Development, Facilities and Capital Improvement Projects.  
Assisting with project coordination, public document requests and drafting.*

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## Mono County Local Transportation Commission

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

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
www.monocounty.ca.gov

February 24, 2017

The Honorable Tom Berryhill  
6215 N. Fresno Street, Suite 104,  
Fresno, CA 93710

Re: SB 1 & AB 1 (Beall/Frazier) Transportation Funding and Reform – Support

Dear Senator Berryhill:

Rural counties such as Mono rely on the partnership with the State of California to provide a vital transportation system that serves local communities, the state, and the county. The gas tax is the single largest funding source for cities and counties, yet this revenue has declined statewide and nationally due to inflation and a backlog of fix-it-first infrastructure needs. Additionally, the recent reduction of the price-based excise tax on gasoline will further delay maintenance and add cost to projects, as it is exponentially more expensive to maintain or rebuild failed pavements than it is to maintain those in good condition.

Rural counties have small populations and thus very little ability to generate local transportation funding. Mono County has a population of 13,756 with a small sales-tax base, and a high number of lane miles per person to maintain.

One example of the ongoing transportation funding fiasco/impact/crisis to Mono County: In 1999, Mono County LTC, Inyo County LTC, Kern Council of Governments, and the State entered into a Memorandum of Understanding (MOU) to improve the SR 14 and US 395 corridor in our region. The Olancho/Cartago four-lane project was one of the identified projects for joint funding. Mono County LTC had programmed the funds for construction in order to complete this project after 20 years in 2018-19 fiscal year as part of the 2016 State Transportation Improvement Program (STIP). But as you are aware, the California Transportation Commission had to trim approximately \$754 million of funding from the 2016 STIP. The Olancho/Cartago project was one of the many projects statewide that were halted due to unreliable transportation funding.

Senate/Assembly Bill 1, as estimated by California State Association of Counties (CSAC), would provide much-needed new statewide investment to maintain and improve local streets and roads and state highways, ensure existing revenues meant for transportation projects are redirected to transportation, and implement a number of reforms to improve project delivery while still protecting the environment.

The Mono County LTC is asking for your support in moving this bill forward for California. If there is anything you need from the Mono County LTC, please contact Gerry Le Francois, Principal Planner, at [gfrancois@mono.ca.gov](mailto:gfrancois@mono.ca.gov) or 760.924.1810. We look forward to finding a transportation funding solution with you.

Sincerely,



John Peters

Chair, Mono County Local Transportation Commission

cc: The Honorable Frank Bigelow, California State Assembly  
The Honorable Jim Frazier, California State Assembly  
The Honorable Jim Beall, California State Senate

## Mono County Local Transportation Commission

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

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
www.monocounty.ca.gov

February 24, 2017

The Honorable Frank Bigelow  
P.O. Box 942849,  
Sacramento, CA 94249-0005

Re: SB 1 & AB 1 (Beall/Frazier) Transportation Funding and Reform – Support

Dear Assemblyman Bigelow:

Rural counties such as Mono rely on the partnership with the State of California to provide a vital transportation system that serves local communities, the state, and the county. The gas tax is the single largest funding source for cities and counties, yet this revenue has declined statewide and nationally due to inflation and a backlog of fix-it-first infrastructure needs. Additionally, the recent reduction of the price-based excise tax on gasoline will further delay maintenance and add cost to projects, as it is exponentially more expensive to maintain or rebuild failed pavements than it is to maintain those in good condition.

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Sincerely,



John Peters

Chair, Mono County Local Transportation Commission

cc: The Honorable Tom Berryhill, California State Senate  
The Honorable Jim Frazier, California State Assembly  
The Honorable Jim Beall, California State Senate