

Mono County Local Transportation Commission

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AGENDA

February 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 Oct. 3, Nov. 14, & Dec. 12, 2016 (*no January meeting*) – **p. 1**
4. **INTRODUCTION OF JOHN PETERS, NEW COMMISSIONER**
5. **ELECTION OF CHAIR (County) & VICE-CHAIR (Town)**
6. **COMMISSIONER REPORTS**
7. **ADMINISTRATION**
 - A. **Conflict of Interest review:** Consider and potentially approve updated conflict-of-interest code for Mono County Local Transportation Commission. Authorize transmittal of any approved code to the Mono County Board of Supervisors for review. Provide any desired direction to staff. (*County Counsel*) – **p. 13**
 - B. **Initial OWP (Overall Work Program) review** (*Gerry Le Francois*) – **p. 19**
 - C. **RPA (Rural Planning Assistance) 2015-16:** Approve adding unexpended funds to 2016-17 Overall Work Program (*Gerry Le Francois*) – **p. 64**
8. **LOCAL TRANSPORTATION**
 - A. Reds Meadow Road Federal Lands Access Program (FLAP) update & funding match requirements (*Town / LTC staff*) – **p. 65**
 - B. Crestview rest area: Authorize LTC support letter – **p. 68**
 - C. Senate Bill 1 & Assembly Bill 1: Authorize LTC letters of support – **p. 69**
9. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA): Quarterly operations report (*Jill Batchelder*) – **p. 77**
 - B. Yosemite Area Regional Transportation System (YARTS)
10. **CALTRANS**
 - A. TCR (Transportation Concept Report) for SR 108 (*Mark Heckman*) – **p. 82**
 - B. Activities in Mono County & pertinent statewide information
11. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes – **p. 108**
 - B. Mono County – **p. 111**
 - C. Caltrans

12. **INFORMATIONAL**

- A. Lee Vining Rockfall project – **p. 115**
- B. RTP update schedule – **p. 117**
- C. Town Council ratifies emergency proclamation – **p. 118**

13. **UPCOMING AGENDA ITEMS**

14. **ADJOURN** to March 13, 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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SPECIAL MEETING DRAFT MINUTES

October 3, 2016

COUNTY COMMISSIONERS: Tim Fesko (video), Larry Johnston, Fred Stump

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

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

TOWN STAFF: None

CALTRANS: Ryan Dermody, Mark Heckman

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE: Vice-Chair Tim Fesko called the meeting to order by video at 9:07 a.m. and requested Commissioner Stump conduct meeting 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 August 8, 2016, as amended: Item 5 graph 8: "Need track mounts counts, video surveillance." Include minutes from June 13, 2016, on next agenda. (*Hogan/Johnston. Ayes: 5. Absent: Richardson.*)

4. COMMISSIONER REPORTS: **Fesko:** Caltrans contractors/subcontractors doing great job on culverts, cuts/grinds through canyon. **Wentworth:** Council considering two efforts: 1) revitalizing downtown; and 2) bike/pedestrian/transit parking consultant to work on mobility issues. **Hogan:** Traveled to Pacific NW rural areas east of Cascades. Funding mechanism for rural counties different in OR. Obvious need exists to fix inequities between rural and urban. **Johnston:** Recognized Caltrans for intermittent rumble strips south of Ridgecrest on US 395. **Stump:** No report. **Caltrans:** Technical term for cuts/grinds is dig-outs. Work progressing on bigger projects in Mono. Snowed last night, so SRs 120, 89, 108 all closed, but 120 reopened this morning. Others may reopen later today. Closure for fire outside Minden reopened yesterday. Fire and snow closures.

5. LOCAL TRANSPORTATION

A. Reds Meadow Road: Scott Burns acknowledged growing commitment from Town. He met with Madera County, which seemed receptive but in deficit mode, so not big financial player. Grady Dutton invited Madera to field trip before pass closes. LTC counterpart in Madera is County Transportation Commission, which operates more on programming side. Need concurrence. In phone meeting Madera Public Works was supportive. No Mono commitments, but Town wants to play strong role.

Wentworth commented on land exchange by MMSA (Mammoth Mountain Ski Area), with artist's rendering turning SR 203 into something other than straight line, visualized as something different.

Dermody cautioned MMSA to be careful, as it could change NEPA (National Environmental Policy Act) process. Key language is economic benefit to County and Town. Disposition of road rebuilding would be affected, as it accesses national monument. Burns thought issues could be nailed down with concurrent Specific Plan, not sequential. Commit to more of a master plan. Wentworth thought technical issues such as urban growth boundary needed resolution.

Garrett Higerd stated FLAP (Federal Lands Access Program) application is due in January. He noted key items to resolve for maintenance. Town working with USFS. If larger discussion needs to occur, should be quick. Loose ends with application are not lined out.

Burns suggested pursuing match from RTIP (Regional Transportation Improvement Program). Projects programmed have fallen out, see if existing reserve could be part of match.

Wentworth suggested FLAP grant application early at next meeting. Stump wanted to invite INF engineering -- feds can't abscond from responsibilities. Technical implications for funding. Richardson, Holler, and Dutton need to be present. Johnston stated exchange area has nothing to do with FLAP grant. Hogan wanted to make sure NPS is in there, as Devils Postpile is small national monument. Is powerful regional office aware, maybe a partner?

Higerd confirmed INF and Town so far. Hogan thought NPS as full partner would have more oomph.

Burns recalled Grady Dutton convened meeting end of August, Deanna Dulen was there.

Wentworth thought it appropriate to involve NPS more.

Higerd cited tight time frame for Reds Meadow. Town is actual applicant, with support letters from Mono, Madera, USFS, etc. Town would coordinate maintenance.

Higerd noted FLAP program is structured to get liabilities off rolls, onto local government.

Ultimately close road? Burns stated INF has considered it.

Wentworth opined that if gateway communities got involved, moving into new era with federal government walking away from its obligations.

Higerd thought maybe finalize FLAP application at January meeting. Need significant match. \$10 million to upper \$29 million project with retaining walls on upper 2.5 miles for full two-lane or single with pullouts as now. Limiting factor is funds available with FLAP. Trying to fit large project into system could push all else off table, lead to smaller projects instead. High priority due to national monument, visitor numbers have been off the chart.

B. Transportation funding legislation: Garrett Higerd asked why talking about it after legislative session. Special transportation session through November. Some action after election is possible. More details end of August, CSAC commented. Frazier/Beall legislation includes 17 cent/gal tax, 37 cent to diesel excise tax, money from other sources. \$165/yr zero emission vehicles. Major step toward sustainability to maintain roads at local level. Recent letter from CSAC, League of California Cities encouraged state Assembly and Gov. Brown to take action. LTC already prepared letter of support to look for solutions, new letter does same. Cities received \$2.5 billion.

Johnston noted BOS took action. No inflation build-in, no indexing. Dermody noted last tax increase in 1993.

Legislation tied into cap/trade? Higerd replied yes, funding source from unallocated cap/trade funds. Board of Equalization could reset annually to match.

Stump asked about payment of CTC funding taken during economic downturn, restoration of gas tax otherwise diverted to other projects. Behind scenes money was taken for unknown purchases, maybe pet projects. Legislation on storage tax by gas stations for privilege of storing fuel to sell? Would be passed on to consumer. Higerd thought CTC was keeping promises, protecting revenues: \$706 million.

Johnston noted LTC officially supported fix. Fingers crossed that will actually do something.

Higerd mentioned "lame duck" session after election. Stump thought maybe do something then. Fesko noted gas stations pay lots of fees. Keep eye on legislation.

6. TRANSIT

A. Eastern

Sierra Transit Authority (ESTA)

1. **Resolution R16-13:** Jill Batchelder described Proposition 1B as funding for safety projects. Fifteen-passenger and 20-passenger vehicles would replace aging fleet in Mammoth Lakes area. Residual funding allocated to various agencies.

Wentworth suggested an electric bus. Batchelder indicated no money for infrastructure for electric vehicles (charging stations).

Batchelder noted that Town takes away two hours from local Dial-A-Ride service. Wentworth thought policy might tie dollars to use.

MOTION: Adopt Resolution R16-13 approving PTMISEA FY 2014-15 & residual funding for purchase of rolling stock. (*Hogan/Wentworth. Ayes: 5-0. Absent: Richardson.*)

2. **June Lake Shuttle recap:** Summer ridership was disappointing despite extensive publicity.

3. **Mammoth area transit ridership:** Summer ridership set records, exceeding prior year by 5%. Passenger trips per hour increased by 10% overall in 2016. Reds Meadow service operated seven fewer days in 2016, yet exceeded 2015 by 7,680 passenger trips.

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns said eastside summer service discontinued. Saw 44.5% increase in August. Top-level management changes did not affect too much. Yosemite visitation up 37% first six months, broke records. Construction under way in Yosemite Valley does not affect YARTS. Whittington of YARTS and Helm of ESTA serve on 5311 panel.

Batchelder noted expanded service to five days/week was awarded but Caltrans said future funding unlikely, so did not recommend expanded service.

Next ACA (Authority Advisory Committee) and YARTS meeting Oct. 19.

Batchelder stated McDonald's corporate would no longer permit bus stop, but gave OK to continue during search for new stop with amenities. Village, Black Velvet, and Vons have pros and cons.

Stump stated two Town reps thought it was not an issue, but maybe Council needs to discuss.

Easement for stops? Batchelder approved by contract with corporate real estate department. Understands McDonald's property is for sale. Launch two-week public awareness campaign before stop is moved. Could still make courtesy stop for a while. Stump noted shelter could be moved elsewhere.

--- Break: 10:35-10:45 ---

7. QUARTERLY REPORTS

A. Town of Mammoth Lakes: Ribbon cutting for Lake George bike path. Airport fence issue: Dermody stated fence is in Caltrans ROW, so need to issue permit. Town could need something more significant. Zeroed in on five top spots in Mono County. Study focuses on hot spot.

Hogan wanted to make sure all players would be at table, working together. Trouble visualizing what fence will look like. Set some priorities to go for grants. Get willows out of Mammoth Creek. Maintain what have. If Town has lead, involve others to make sense out of how to proceed. Do same type as Reds Meadow Road. Can't do it piecemeal.

Johnston thought Town could avoid permit from Caltrans by putting on its own property. Chain-link fence within fence would not trap wildlife between road and fence. He stated no planes hit deer, but cars hit deer all the time. Fence was approved because FAA required it. Wentworth cited environmental concerns. Hogan thought fence should be on both sides of highway. Higerd stated airport engineer could work with FAA on alternative designs. Stump wanted to understand full scope of FAA requirements for fence.

Johnston stated that excluding deer from that section of highway would require only one overcrossing.

Hogan: Need joint CEQA/NEPA. What has LADWP done?

Dermody stated Town completed environmental studies, USFS is separate.

Hogan wanted to visualize various land owner portions, airport pieces. Get people working together.

Dermody stated CPT (Collaborative Planning Team) will have presentation Oct. 27 with lots more agency players.

B. Mono County: Garrett Higerd noted preventative maintenance, borrowed from Caltrans efforts, Washoe County. Airport Road: \$1.25 million project for 2010-21. Free-range area attracts cattle, chickens. Check with USFS on grazing policies. Coordinate timing.

Higerd noted grant to analyze safety needs: striping, signage, guard rails, pedestrian/bike crossing. Hire consultant.

Wentworth stated closing roads was huge benefit to cyclists at Gran Fondo event.

Higerd reported Stock Drive project under way, mostly complete this week.

Johnston wanted to adopt guard rail type for Mono County. Opportunity to make unique, more park-like. Establish long-term policy. Wentworth recalled glistening guard rail showed up at Lake George, so was painted, but better to set aesthetic standards. Generate income to pay for stuff.

Burns mentioned Le Francois was at June Lake Down Canyon trail today. Success of Gull Lake trail is due to volunteer efforts. Look at tight project that could actually program in RTIP (Regional Transportation Improvement Program). USFS wants consensus.

Bridges: Need to spend time/energy/work to update overall analysis. Functionally obsolete bridges: old, using materials no longer in service today. Bridge investment credit program would allow credit for maintenance with our funds, get match credit for larger bridge project later. Do smaller projects without expense of federal grants and NEPA action. Bank credits for future replacement involving federal grants, NEPA. Use money from road funds to start building credits to later cash in.

Wentworth suggested infrastructure reinvestment after election.

C. **Caltrans:** Dermody indicated Walker Canyon CAPM (Capital Preventive Maintenance) has been removed from Caltrans program. Pavement in good shape compared to statewide, so Sacramento removed project.

"Midwest" guard rail is standard guard rail with Matina stain applied by Hudson sprayer. Higerd cited Convict Lake bridge as an example.

Dermody noted savings statewide on ROW (right of way) funds. The CTC (California Transportation Commission) had extra money, so Freeman Gulch segment 1 may go to construction next year. SR 14 from 395/14 split past SR 178 intersection is segment one, but stops short of Lake Isabella segment. Olancho/Cartago final environmental document at end of October. Construction depends on STIP. On track, moving forward.

Johnston appreciated shoulder-widening projects. Dermody cited lots of environmental constraints. BP culverts done next week.

8. CALTRANS

A. **Activities in Mono County & pertinent statewide information:** Dermody noted Brent Green attended town-hall meeting in Bakersfield hosted by Kern COG (Council of Governments), invited CTC (California Transportation Commission) to come to Eastern Sierra. The CTC will visit Mammoth Lakes Sept. 13-14, 2017. Showcased partnership, field trip to recently completed projects. Cedrik Zemitis retired, replaced by Dennee Alcalá. Meeting with USFS twice/year, found 100 dead hazard trees on highways 158, 203, 395 to remove. Caltrans does not own wood, USFS does.

Wentworth reported trails coordinator felled and hacked up 200 trees to donate to IMACA (Inyo Mono Advocates for Community Action). On private property, get into work flow. Dermody will check Caltrans property as well.

Sonora Pass: Three trucks were stuck in one week. Can't prevent, but will issue citations.

Dermody noted Caltrans's commitment to CMS (changeable message signs) during deer migration.

9. INFORMATIONAL

A. **Vibrant Communities & Landscapes:** A Vision for California in 2050: Scott Burns noted State has focused on land use, regional planning, outdoor recreation, and climate change in policy documents.

Stump suggested sending Mono's General Plan, which contains all our elements already being addressed. Here's what we've done, coincides with your targets. Consider some of adopted specifics.

Wentworth cited challenges of rural counties with significant federal land. Factor into conversations for cooperative relationships so overall objectives can be realized. Incorporate component so rurals don't get left out.

Burns noted Housing Element every eight years, not four. Maybe re-adopt RTP in 2017-18. Get funding for RTP, but not Housing Element.

Johnston cited Fresno as good/bad planning, with sprawl, auto-centric, and interspersed farm land.

B. **Airport fence letters to USFS:** No comments.

10. **UPCOMING AGENDA ITEMS:** 1) Reds Meadow Road, invite regional contacts for NPS/INF to meeting; 2) June 13 minutes; 3) guard rail treatment.

11. **ADJOURN** at 11:52 a.m. to November 14, 2016.

Prepared by CD Ritter, LTC secretary

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DRAFT MINUTES

November 14, 2016

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

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

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

TOWN STAFF: Haislip Hayes

CALTRANS: Ryan Dermody, Mark Heckman

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

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

3. MINUTES

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

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

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

2. TRANSIT

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

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

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

3. CALTRANS

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

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

4. LOCAL TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wentworth suggested getting projects ready for federal criteria.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. INFORMATIONAL

A. Streets & Roads Needs Assessment

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

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

Prepared by CD Ritter, LTC secretary

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DRAFT MINUTES

December 12, 2016

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

TOWN COMMISSIONERS: Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Garrett Higerd, Megan Mahaffey, Steve Kerins, Jeff Walters, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Ryan Dermody, Craig Holste, Cort Hitchens

ESTA: John Helm

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE: Chair Shields Richardson called the meeting to order at 9:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

2. PUBLIC COMMENT: No items

3. MINUTES: Due to lack of quorum for those meetings, defer adoption of minutes from Oct. 3 and Nov. 14, 2016, to meeting Jan. 9, 2017.

4. COMMISSIONER REPORTS: **Johnston:** Spoke with Madera Supervisor Tom Wheeler, who appeared uninformed about Reds Meadow Road, but complained that road doesn't go through. Will get more info. Madera collects TOT. State Legislature took no action on transportation funding, but two new pieces now in both houses. **Wentworth:** Senate passed Outdoor REC act with bipartisan support, acknowledging \$650 billion recreation economy, needs President Obama's signature. Met with Outdoor Industry Association, very engaged in next admin. Met with Rep. Paul Cook re Department of Interior office, eager to assist. Town had busy week with Walk, Bike, Ride program. Technology is changing so fast, looking 10-20 years out for opportunities. Met with Mammoth Lakes Housing, possible tax credits for housing opportunities. **Richardson:** None.

5. ADMINISTRATION

A. Conflict-of-Interest Code

Steve Kerins included Waiver of Actual and/or Potential Conflict of Interest in packet.

Different from Town waiver? Town Council is code reviewing body for Town, more seamless, reviewing its own code.

FPPC (Federal Political Practices Commission) standards? Johnston saw two steps: 1) Allow county counsel to represent LTC; and 2) Review code.

LTC Code is fairly old, so reconsider it. As FPPC continually amends, LTC tracks those changes. Other agencies identify people who manage public investments. Still file Form 700 with county clerk. Need additional categories? Consider moving commissioners to official 87200 filing class.

What's filed where, who's actual filer? Need form for LTC. Kerins indicated more research.

Kerins asked commissioners to look at individual filing responsibilities, send before next meeting. He also noted another category with public officials who manage public investments. Amend filing categories? Wentworth wanted to run it by Andy Morris, town attorney. Kerins requested item on next agenda.

Burns clarified that money flows through LTC, but LTC does not invest it.

MOTION: Authorize county counsel to represent LTC (*Wentworth/Hogan. Ayes: 4-0 Absent: Fesko, Stump.*)

B. Planning, Programming & Monitoring (PPM): Megan Mahaffey now has contract agreement to get funding through STIP (State Transportation Improvement Program).

Johnston questioned Caltrans bold graph. Mahaffey explained it draws down as it's used. Function like RPA reimbursement program. Extend request for year, but last year for advance PPM funds. Next year reimbursement.

Dermody thought it should have been reimbursed all along. Mahaffey will move forward with reimbursement, so keep extra year while she's on maternity leave. Paying interest.

MOTION: Approve Resolution R16-14 authorizing LTC executive director to execute PPM (Planning, Programming & Monitoring) fund transfer agreements included in the current RTIP (Regional Transportation Improvement Program) in amount of \$135,000. (*Johnston/Wentworth. Ayes: 4-0. Absent: Fesko, Stump.*)

C. Regional Transportation Plan: Gerry Le Francois indicated desire to move to new update of Housing Element from five to eight years, RTP from five to four years (two RTIPs, one Housing in cycle).

MOTION: Authorize letter to state HCD (Housing & Community Development) informing of scheduled RTP (Regional Transportation Plan) update in December 2017 (*Johnston/Hogan. Ayes: 4-0. Absent: Fesko, Stump.*)

6. LOCAL TRANSPORTATION

A. Reds Meadow Road: Grady Dutton cited working group of Town, USFS, LTC, NPS, and ESTA. Environmental work done prior to snow. In co-op agreement with USFS, Town would be lead applicant. Build enough security, set long-term maintenance, talk to Madera County. Whoever steps up for 25-yr maintenance should provide slurry/fog seals. Small Mono contribution? Full staff report in January, request authorization for FLAP (Federal Lands Access Program) grant app. Town Council will request letters of support from agencies.

DEPO (Devils Postpile National Monument) contribution? Dutton cited maps, contacts for higher-ups. USFS/FHWA talking about it nationwide.

Johnston mentioned bike lane. If not feasible, bike space would be fallback. Wentworth suggested Old Mammoth Road chevrons as a possibility. Dutton noted USFS will review environmental impacts. DEPO management plan update, planners from Portland, make sure Department of Interior is involved. Town has obvious interest, but above and beyond is umbrella of sustainable recreation. How would federal agencies work with local jurisdictions to help pay? Town has interest in management plan. Year-round connection to national scenic trails so Interior could help with funds. Make it clear help is needed to sew up package.

Dutton recalled USFS said larger project could get other moneys, like Minaret Vista in 2019. Wentworth wanted an inventory of how all things tie together so all parties understand.

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

1. **June Lake summer shuttle service:** John Helm recalled community wanted transit options, June Lake beach to Silver Lake campground. Unfortunately, very low ridership. Presented results to CAC last week. Feedback was to try again. What if community provided fare box recovery, distributed to patrons? Helm saw that as appealing. Genesis for route was grant funding two years ago. June Lake had no transit service, so seemed viable. Unfortunately, LTF (Local Transportation Funds) revenue unavailable in subsequent years. No long-term funding.

Johnston stated stats showed heavier usage was random, not weekends. No long-term funding.

Maybe people take stuff to beach, add a rack? Helm cited room for beach chairs. Wentworth suggested involving private sector. Hogan recalled this was third June Lake project. Helm noted ESTA expanded ski shuttle.

Wentworth wanted to discuss discontinuance of Gray Line in Mammoth. Helm announced service changes. Green, Yellow, Blue lines start this week, overlap with Gray line. Last day for Gray Line is Friday. Funding for Gray can be used year-round for trolley service. Community concern about impacts on students, as vast majority board at Aspen Village. Helm stated Red Line starts at Snowcreek, within reasonable walking distance to transfer to Purple line. Outreach efforts included notices to students, posting on buses.

Hogan noted it took a long time to get Gray Line going, Mobility Commission did lots of work. Seems like outreach was late. Agendized in late October for Planning/Economic Development, on to Town Council. Need more publicity.

Wentworth indicated businesses build transit into marketing. Helpful for Helm to appear at Town Council next week. Net loss with Gray line, not well-vetted. Town Council will consider filling gaps.

Richardson stated business fliers went to print prior to knowledge of change. Make sure to not have that problem again.

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns noted in legislative outreach last week, Richard Harmon set up meetings on YARTS' needs. Recognize as 5311 claimant, start pushing not as traditional transit, but with recreation component. Organizationally, Merced executive director is moving to Santa Barbara, losing institutional knowledge.

John Helm described 5311 as umbrella for federal funding, administered through Caltrans. 5311f is intercity rural transit moneys. YARTS bought bus with 5311f money, expanded to Fresno. Intent is funding rural areas to connect with national intercity transit; e.g., Greyhound. Caltrans has done great job promoting program. Formed subcommittee with Helm, Whittington, others. Looks like less money for Mono.

Grady Dutton mentioned YARTS was represented at Walk, Bike, Ride last week.

8. CALTRANS

A. Crestview Rest Area: Dermody noted concern over years. Craig Holste presented a status update. Caltrans did not want to close, but sidewalks and parking area had icy conditions. Comfort station snow/ice buildup on walkway melts by day, freezes at night. Drainage is a problem. Improvements next year.

Johnston thought it unacceptable to close sole safety roadside rest area in Mono County. Winter is when people need it during road closure. Icy issues not new in Mono County. Put cinders on it. Frustrated, really disappointed it's not open. Safety roadside rest for staff, CHP, etc.

Wentworth noted California believes climate change is an issue. Get policy in place. Try to figure it out. Holste reminded it remained open during drought winters, but this year crew was unable to keep up with it.

Wait two years? Holste indicated plans may be done in a year, but no construction by next winter. Dermody stated \$1.2 million is minor, but snowmelt systems, roof lines, etc. elevate it to major project.

Hogan reminded that LTC wrote letters in past.

B. Guardrail throughout Mono County: Dermody noted Commissioner Johnston requested it. Johnston wanted long-term differentiation from normal guard rails, more park-like, Death Valley, segments with Cor-ten® steel. Get on same page, adopt overall goal. Start with next installation, transition over time.

Wentworth thought it could tell how we feel about our place, a little special.

Craig Holste discussed federal and statewide testing. Landscape architecture website has different kinds of rail. Weathering steel is used in dry climates.

Dermody cited Matina stain on Conway summit, but Johnston countered, "Matina this week, something else next week." FLAP grant projects for bridge abutments. Is Matina the standard, or Cor-ten® steel?

Wentworth wanted to meet with Johnston to get things into focus. Dermody reminded that cost is an issue. Johnston suggested Public Works departments of Mono and Town.

Higerd stated Mono is starting system-wide safety analysis of County roads, and guard rails are part of it. Will study different new design standards. Make sure guard rails are safe, regardless of how they look. But, want them to look good as well. Helpful to follow along with Caltrans. Cor-ten® has been fairly expensive add-on by contractors, so Mono chose galvanized, a good product. Matina finish is attractive on galvanized; e.g., Convict Road. See how Matina holds up. Will galvanizing show through? Round Fire burned guard rail posts, but rail lay on ground in perfect condition. Installed new posts, bolted back up.

C. Activities in Mono County & pertinent statewide information: Ryan Dermody mentioned consultant on truck travel patterns. Close to awarding contract in early 2017. Counties provide input on coming impacts.

Wentworth suggested looking at driverless trucks. Overwhelmed by imminent scenario. Effects, policies, etc.

Dermody introduced new transportation planner, Cort Hitchens, and mentioned ZEV (Zero Emission Vehicle) charging stations.

Wentworth wondered about e-bikes, maybe pilot program in this area.

9. **INFORMATIONAL:** No items
10. **UPCOMING AGENDA ITEMS:** 1) initial OWP review; 2) conflict of interest; 3) Crestview; 4) guard rail task force; 5) Reds Meadow update; 6) new LTC commissioner(s)
11. **ADJOURN** at 10:59 a.m. to January 9, 2017

Prepared by CD Ritter, LTC secretary

County Counsel
Stacey Simon

Assistant County Counsel
Christian E. Milovich

Deputy County Counsels
Stephen M. Kerins
Anne M. Larsen

**OFFICE OF THE
COUNTY COUNSEL**

Mono County
South County Offices
P.O. BOX 2415
MAMMOTH LAKES, CALIFORNIA 93546

Telephone
760-924-1700

Facsimile
760-924-1701

Paralegal
Jenny Senior

To: Mono County Local Transportation Commission

From: Steve Kerins, Deputy County Counsel

Date: January 9, 2017

Re: Conflict-of-Interest Code Update

Recommended Action

Consider and potentially approve proposed updated conflict-of-interest code for Mono County Local Transportation Commission. Authorize transmittal of any approved code to Mono County Board of Supervisors for review. Provide any desired direction to staff.

Fiscal Impact

No direct fiscal impact.

Discussion

As discussed at your Commission's December 2016 meeting, the Political Reform Act requires that every local government agency adopt and promulgate a conflict-of-interest code. (*See Gov. Code* § 87300.) Agencies must review their codes for potential amendment at least every two years (or more frequently, if changed circumstances warrant). (*See e.g. ibid.* § 87306.5.) Any amendment to an agency's code is subject to review by the agency's code reviewing body. (*See e.g. id.* §§ 87303, 87306.) The Local Transportation Commission's code reviewing body is the Mono County Board of Supervisors. (*See id.* § 82011, subd. (b).)

As also discussed at the December meeting, your Commission's current conflict-of-interest code was enacted in 1998 via the Commission's Resolution number 98-10. Following from your Commission's direction, I have prepared a new proposed conflict-of-interest code for your review.

As in the past, the Local Transportation Commission's conflict-of-interest code will continue to be based on Regulation 18730, promulgated by the Fair Political Practices Commission as an exemplar Code. (See 2 Cal. Code Regs. § 18730, subd. (a).) The principal change from the prior code is that Commissioners are no longer classified as designated employees, but are instead classified as "other public officials who manage public investments" pursuant to section 87200 of the *Government Code*. Thus, while both designated employees and Commissioners will continue to file with the Commission Secretary, this change will mean that the Secretary will only serve as filing officer for designated employees. For Commissioners, the Secretary will make and retain a copy of all disclosure statements, and forward the originals to the Mono County Clerk of the Board as filing officer. (See *Gov. Code* § 87500, subd. (k).)

If your Commission adopts this amended code, our office can place it on the agenda of the Board of Supervisors, in its capacity as code-reviewing body, for review.

If you have any questions on this matter prior to your meeting, please call me at (760) 924-1712.

Enclosure: Proposed Resolution Adopting New Conflict-of-Interest Code

**RESOLUTION NO. R17-01
A RESOLUTION OF THE MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
AMENDING THE COMMISSION’S CONFLICT-OF-INTEREST CODE**

WHEREAS, the Mono County Local Transportation Commission (MCLTC) finds that revisions to its conflict-of-interest code are necessary; and

WHEREAS, the Commission further finds that the most expedient way to accomplish the necessary revisions is to adopt a new conflict-of-interest code; and

WHEREAS, the Commission has reviewed the proposed amended conflict-of-interest code appearing in the Exhibit to this Resolution, including the Appendices thereto.

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission that said Commission’s Conflict-of-Interest Code is hereby amended in its entirety to read as set forth in the Exhibit attached hereto and incorporated herein by this reference, subject to approval by the Mono County Board of Supervisors.

APPROVED AND ADOPTED this 13th day of February 2017 by the following vote:

- AYES :
- NOES :
- ABSTAIN :
- ABSENT :

Shields Richardson, Chair
Local Transportation Commission

Approved as to form:

Attest:

LTC Legal Counsel

CD Ritter, Secretary

EXHIBIT**CONFLICT OF INTEREST CODE
OF THE MONO COUNTY
LOCAL TRANSPORTATION COMMISSION****SECTION 1: Conflict-of-Interest Code – Adopted**

The Political Reform Act of 1974, *Government Code* sections 81000 *et seq.* (as amended), requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation, 2 Cal. Code Regs. section 18730, that contains the terms of a standard conflict-of-interest code. This standard code can be adopted by reference, and may be amended by the Fair Political Practices Commission after public notice and hearings to conform to amendments of the Political Reform Act.

The terms of 2 Cal. Code Regs. section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference and, along with the attached Appendix A in which officials and/or employees are designated and Appendix B in which disclosure categories are set forth, constitute the conflict-of-interest code of the Mono County Local Transportation Commission, which is considered the “agency” within the purview of this code. The conflict-of-interest code of the Mono County Local Transportation Commission so adopted supersedes any conflict-of-interest code of the Commission previously in effect.

SECTION 2: Statements of Economic Interest: Filing Officer

Designated employees and/or personnel shall file Statements of Economic Interest with the Secretary of the Mono County Local Transportation Commission, who shall be and perform the duties of the Filing Officer for the Commission.

EXHIBIT
CONFLICT OF INTEREST CODE
OF THE MONO COUNTY
LOCAL TRANSPORTATION COMMISSION

APPENDIX A

LIST OF DESIGNATED EMPLOYEES / PERSONNEL

<u>JOB TITLE</u>	<u>DISCLOSURE CATEGORY</u>
Staff Advisor	1
Legal Counsel	1
Consultant	1*

*Commission Legal Counsel may determine in writing that a particular consultant, although a “designated employee,” is hired to perform a range of duties that are limited in scope and thus is not required fully to comply with disclosure requirements described in this Exhibit. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of disclosure requirements. Commission Legal Counsel’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code.

NOTE: The position of Commissioner is not designated within this Code, because Commissioners are classified as “other public officials who manage public investments” pursuant to *Government Code* section 87200 and 2 Cal. Code Regs. section 18700.3, subd. (b). Individuals occupying this position (and candidates for it) must file disclosure statements pursuant to *Government Code* section 87200, *et seq.* **Commissioners should file original disclosure statements with the Commission Filing Officer, who shall make and retain a copy and forward the original to the Mono County Clerk of the Board of Supervisors.** (*See Gov. Code* § 87500, subd. (k).)

JOB TITLE DEFINITIONS

“Commissioner” means a member of the Mono County Local Transportation Commission.

“Staff Advisor” means any employee of Mono County, the Town of Mammoth Lakes, or other governmental agency, who acts as staff to the Commission and who has any authority to obligate or to commit the Commission to any course of action; to negotiate, authorize or enter into any contract; to negotiate, make, or participate in the making of any decisions on behalf of the Commission; or to advise or make recommendations to the Commission in a capacity that requires an exercise of judgment.

“Legal Counsel” means the Mono County Counsel and/or any of his or her assistants or deputies who renders legal advice or serves as legal counsel to the Commission; and/or such other legal counsel as the Commission may choose to utilize.

“Consultant” means any individual or entity meeting the definition of consultant promulgated in the regulations of the Fair Political Practices Commission.

EXHIBIT

**CONFLICT OF INTEREST CODE
OF THE MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

APPENDIX B

LIST OF DISCLOSURE CATEGORIES

DISCLOSURE CATEGORIES

- 1. All reportable investments, business positions, income and interests in real property.

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Mono County Local Transportation Commission

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

Staff Report

February 13, 2017

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, fiscal analyst
Scott Burns, executive director

SUBJECT: 2017-18 Overall Work Program (OWP) schedule of adoption

RECOMMENDATION

Provide direction to staff on current OWP and any requested changes to 2017-18 draft

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2017-18 draft will be prepared by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and contains work elements that are projected to be active from July 1, 2017, to June 30, 2018. Meetings on the 2017-18 OWP have begun and will continue until a final draft is adopted in May and approved by District 9. One of the main focuses of the 2017-2018 OWP will be an update to the RTP by December 2017.

Timeline:

- March 1: Latest date to submit draft OWP to district
- May 29: Adopted OWP due to Caltrans District 9
- June 30: Final approved and adopted OWP and fully executed OWPA due to Office of Regional & Interagency Planning (ORIP).

DRAFT
Mono County
Overall Work Program
2017-20818

Draft for LTC review

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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 County 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 in the process of 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 (YARTS), 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****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

		Responsible	Estimated Completion
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		Jan – Mar 2018
3.	Prepare draft & final 2017-18 Overall Work Program: work program amendments, agreements, & staff reports		As needed
4.	Day to day transportation planning duties, accounting & evaluation of regional transportation & multi-modal planning issues as directed by LTC		As needed
5.	Prepare agendas and staff reports for advisory committees & 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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

The purpose of this work element is to monitor, 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 Update are to:

- Establish transportation goals, policies, and actions on a regional and local basis
- Comply with the California Transportation Plan, 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 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). This will be a minor update to facilitate development of the RTIP and to help align update timing with Housing Element updates of the Town and County.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	October 2017
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	October 2017
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 Element of the General Plan & summary of TOML Mobility Element policies	County & Town	October 2017
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	October 2017

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

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 among 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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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 of recognizing 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 for 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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	Ongoing
2.	Develop trails plans/concepts for trail system components countywide.	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 & PPM

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

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review plans & initiatives of other agencies related to transportation	County/Town	Ongoing
2.	Track transportation legislation & California Transportation Commission policy changes	County/Town	Ongoing
3.	Review Caltrans plans, procedure updates & bulletins	County/Town	Ongoing
4.	Review FHWA updates, initiatives and bulletins	County/Town	Ongoing
5.	Transportation-related public meetings	County/Town	Ongoing

END PRODUCTS

- Consistency amongst regional plans and RTP

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

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

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 under way 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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
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

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

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 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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies & 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

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

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
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 & 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

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

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
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 2017-18
4.	Investigate technology applications for digital kiosks	County	Fall 2017-18
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints	County	Ongoing
6.	Develop alternative scenarios for siting Wi-Fi hot	County	Fall 2017-18

	spots & digital kiosks along the US 395 & 6 corridors		
7.	Review scenarios with communities & applicable agencies (USFS, BLM, Caltrans, ESIA)	County	Winter 2017-18
8.	Develop preferred alternative & supporting policies into final report	County	Winter 2017-18
9.	Present recommendations to PC, BOS & LTC	County	Winter 2018
10.	Conduct applicable environmental planning & integrate policies into RTP, scenic byway plan & general plan	County	Winter 2018

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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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 work element is built upon 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

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
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	County	Final report	Spring 2018

	Supervisors & acceptance by LTC			
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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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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

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

DISCUSSION

There is an ongoing need to systematically assess emergency access needs in communities in Mono County. With the ongoing 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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	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	County	Fall 2017
6.	Draft goals, policies & standards for community emergency access	County	Winter 2017
7.	Review draft policies with LDTAC, applicable	County	Winter 2017

	RPACs, & Planning Commission		
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
- 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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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 includes 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 that is used to program the project development support for State Transportation Improvement Program (STIP) candidates.

The primary objectives of a PSR are to:

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete 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

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

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 are 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
- 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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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

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

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

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
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

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;

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

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

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, which coordinates regional air quality monitoring and improvement programs.

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

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

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

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

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

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

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	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>
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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

The purpose of this work element is to provide for 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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
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

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

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

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

PURPOSE

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/18
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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

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

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

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

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports

- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

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

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

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	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

	TOWN	COUNTY	TOTAL
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

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

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
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

	TOWN	COUNTY	TOTAL
2017-18 RPA			
PPM FUNDING			
TOTAL FUNDING			

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
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: Community Emergency Access Route 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			
TOTALS			

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
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			
TOTALS			

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

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 - 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	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	LTC	2015	4 years	2019 Spring

Mono County Local Transportation Commission

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Staff Report

February 13, 2017

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, fiscal analyst
Scott Burns, executive director

SUBJECT: 2016-17 Overall Work Program (OWP) budget augmentation for 2015-16 fiscal year rollover

RECOMMENDATION

Approve adding the Rural Planning Assistance (RPA) 2015-16 unexpended funds to the 2016-17 Overall Work Program

FISCAL IMPLICATIONS

Increase Mono County OWP 2016-17 adopted budget from \$230,000 to \$247,190.44

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

There was \$17,190.44 in unspent Rural Planning Assistance funds in the Mono County Overall Work Program 2015-16. The 2015-16 OWP reflects a joint work effort between both public entities and contained work elements that were projected to be active from July 1, 2015, to June 30, 2016. Last year there was \$17,190.44 in unspent funds that we would like to program into the current Mono County OWP for 2016-17. The \$17,190.44 will be added to the following work elements:

- 100-13-0: OWP Administration and Management - \$7,190.44
- 800-12-1: Interregional Transportation Planning - \$5,000.00
- 900-12-0: Planning, Monitoring & Traffic Issues - \$5,000.00

ATTACHMENT

- Work Elements from Mono County Overall Work Program 2016-17

TOWN COUNCIL STAFF REPORT

Subject: Red's Meadow Road Reconstruction Project

Meeting Date: January 4, 2017

Written by: Grady Dutton, Public Works Director

RECOMMENDATION:

Staff is providing a status update. No action is requested.

BACKGROUND:

On November 16, 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.

The focus of the ongoing meetings is 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 expects to return to Town Council on January 18 with a recommendation that the Town of Mammoth Lakes (TOML) be the applicant for the proposed FLAP Grant.

ANALYSIS/DISCUSSION:

The most recent team meeting was held December 9. Attending 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. This meeting covered a variety of topics as outlined below. The next meeting is scheduled on January 6.

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: April 6, 2017

Unless directed otherwise, staff will continue to work with the stakeholders, returning to Town Council January 18 for consideration of authorization to prepare a complete application before the Final Application Deadline, once that date is confirmed. Staff expects to return to Town Council once a draft application is prepared to present the full package and associated issues for consideration.

It is likely the Town will take on the responsibility of completing the application. In addition, Mono County has recent successful experience. There will be a match requirement for a FLAP Grant. Various options that do not include significant Town funds are being explored.

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 January.

Stakeholder discussions to date have been in person or by telephone. Unless directed otherwise, staff will prepare and distribute 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.

Authority for Long Term Maintenance: Should the Town Council choose to consider agreeing to the Town being the applicant for the FLAP Grant on January 18, 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. A complete analysis will be provided in December. What we have learned to date is that FLAP Grant Applications that include a highway easement rather than a COOP have been much more successful.

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. Staff will include a recommendation regarding maintenance cost sharing at the January 18 meeting.

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.

STAFFING CONSIDERATIONS:

Staff estimates the time to support the initial effort can be managed within the current work program. The initial effort is likely to include preparation of a plan for maintenance of the road if constructed and assistance in preparation of a Federal Lands Access Program (FLAP) Grant or other available grant, including coordination with other participating agencies. Before staff will be able to prepare a complete recommendation to include the source of funds for any Town participation, staff will need to identify the proposed USFS process for preliminary design, NEPA, final design, construction documents and construction. Alternatives will need to consider roles and responsibilities, including potential funding obligations, of the parties to be involved.

FINANCIAL CONSIDERATIONS:

At this time, costs are expected to be limited to staff time to assist in researching and identifying alternatives. This would include facilitating discussions between various stakeholders.

ENVIRONMENTAL CONSIDERATIONS:

None at this time.

LEGAL CONSIDERATIONS:

None at this time.

Mono County Local Transportation Commission

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January 9, 2017

Brent Green, District 9 Director
California Department of Transportation
500 S. Main St.
Bishop, CA 93514

RE: CRESTVIEW REST AREA CLOSURE

Dear Mr. Green:

Thank you for the December staff presentation on the status of the Crestview Rest Area and its recent winter closure. Sidewalk and parking area icing conditions were cited as the primary reason for closure, and a commitment to make additional improvements to address these deficiencies was noted. The LTC strongly supports these additional improvements and a long term commitment by District 9 to year-round operation of the rest area. As you may now be aware, the Mono County Local Transportation Commission has expressed numerous concerns over the past decade on the need to maintain Crestview as a year-round rest area facility. The LTC was extremely disappointed to learn that despite recent year-round use and improvements, Caltrans' only rest area in Mono County was closed for winter.

To reiterate the past position of the LTC, visitor facilities for the traveling public are limited in the winter, as many local businesses north of Mammoth Lakes close or curtail operating hours, and thus Crestview provides vital services to winter travelers on US Highway 395. The region's severe winter conditions also present safety issues to travelers that are not present at other times, and the Crestview rest area has served as a traveler's safe haven during winter storm events. The Highway 395 traveling public, especially single vehicles with trailers, trucks, tour buses, and RVs, rely on this rest area for a place to stop and obtain services throughout the year.

Over the years, commissioners have expressed the importance of Crestview winter use, including the following considerations:

- Provides an emergency shelter on a stretch of highway prone to winter hazards
- Serves as command post for Search & Rescue
- Provides emergency phone availability
- Provides motoring public and truck drivers a place to rest
- Restrooms reduce "side of the road" bathroom use
- Contributes needed visitor services, thereby enhancing the local economy
- Addresses a variety of safety issues
- Departs from the original intent of year-round, not seasonal use.

The Mono County LTC strongly supports funding additional Crestview improvements and urges a long-term commitment by District 9 to maintain the rest area as a year-round facility.

Sincerely,

Shields Richardson
LTC Chair

Mono County Local Transportation Commission

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Staff Report

February 13, 2017

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Senate Bill 1 (Beall) / Assembly Bill 1 (Frazier)

RECOMMENDATION

Provide direction to staff on support letter to Assemblyman Bigelow and Senator Berryhill on transportation funding

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

In the past, the Commission has directed staff to write letters of support for stable transportation funding to our state representatives. See the analysis from California State Association of Counties (CSAC) regarding transportation funding reform on SB1 / AB 1.

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February 13, 2017

The Honorable Tom Berryhill
California State Senate
State Capitol, Room 3076
Sacramento, CA 95814

Re: SB 1 & AB 1 (Beall/Frazier) Transportation Funding and Reform – Support in Concept

Dear Senator Berryhill:

Rural counties such as Mono rely on 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 14,202. While we have a small population and sales tax base, we also have a proportionately high number of lane miles per person to maintain. Local governments have identified ten-year unmet needs of \$73 billion on the local streets and roads system in addition to \$59 billion in deferred maintenance on the state highway system.

Senate/Assembly Bill 1, as estimated by California State Association of Counties (CSAC), AB 1 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.

AB 1 would result in approximately \$2.4 billion in retuned and new ongoing revenue at full implementation of the package for multi-modal investments into the local street and road system. The bill includes as eligible projects road maintenance and rehabilitation, safety projects, railroad grade separations, and complete street components – including active transportation, pedestrian and bike safety projects, and transit facilities – and drainage and storm water capture projects built in conjunction with any other allowable project. Funding from the bill could also be used as matching funds for state and federal funding programs.

Outside the revenue provisions, AB 1 incorporates strong accountability measures, including a local maintenance of effort requirement and project-level reporting to the California Transportation Commission. In terms of local project streamlining, the bill would expand an existing CEQA exemption available to small cities and counties for maintenance, rehabilitation and safety projects in the existing right of way to all local jurisdictions and the state, and create a transportation advanced mitigation program.

Thank you for your leadership in moving this bill forward for California. The RCTF (Rural Counties Task Force) looks forward to working with the Legislature and Governor to assure that California's infrastructure is maintained at the highest level.

Sincerely,

Shields Richardson
Chair, Mono County Local Transportation Commission

cc: The Honorable Frank Bigelow, California State Assembly



**AB 1 (Frazier)/SB 1 (Beall): Transportation Funding/Reform
CSAC Revenue and Expenditure Analysis**

1100 K Street
Suite 101
Sacramento
California
95814

Telephone
916.327.7500
Facsimile
916.441.5507

All revenue and expenditure estimates are based of full implementation of these funding/reform packages which occurs in year five. If adopted in 2017, full implementation would occur in FY 2021-22.

REVENUES

New Revenues

Maintenance & Rehabilitation Investments - \$3.12 billion annually

- Gas tax increase of 12-cents, which generates \$1.8 billion annually
 - AB 1 levies the entire increase in year one
 - SB 1 levies the increase in increments over three years (6-cents in year one, 9-cents in year two, and 12-cents in year three)
 - Gas tax revenues deposited into the Road Maintenance and Rehabilitation Account (RMRA)
 - SB 1 would capture off-highway vehicle (OHV) increment from new gas tax for RMRA, whereas AB 1 maintains current practice of sending OHV related share to OHV accounts
 - Indexed for inflation every three years
- Vehicle registration fee (VRF) of \$38, which generates \$1.3 billion annually
 - Deposited into the RMRA
 - Indexed for inflation every three years
- Zero emission vehicle registration fee (ZVRF) of \$100 (SB 1) or \$165 (AB 1), which would generate approximately \$20 million annually
 - Deposited into the RMRA
 - Indexed for inflation every three years

Freight Investments - \$600 million annually

- 20-cent diesel excise tax, which generates \$600 million annually
 - Deposited into the Trade Corridors Improvement Fund (TCIF)
 - Indexed for inflation every three years

Transit Investments - \$563 million annually

- Up to a 4% increase in the sales tax on diesel, which generates approximately \$263 million annually
 - Deposited into the State Transit Assistance Account (STA)
 - Allocated via the Public Transportation Account (PTA) formula
 - AB 1 increases the rate by 3.5% all for the STA/PTA allocation
 - SB 1 increases the rate by 4%, 3.5% which benefits the STA/PTA formula and 0.5% benefits the Transit and Intercity Rail Corridor Program (TIRCP)
- Increase existing cap and trade expenditures, which generates approximately \$300 million annually
 - From 10% to 20% of total cap and trade auction proceeds for the TIRCP
 - From 5% to 10% of total cap and trade auction proceeds for the Low Carbon Transit Operations Program (LCTOP)

TOTAL NEW REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES:

\$4.28 BILLION

Local Streets & Roads Funding

AB1 (Frazier) and SB1 (Beall) – 12Dec2016 versions

<i>Estimated 15 December 2016</i>	Annual at full Phase-in \$2.2 Billion*	One-time Loan Repay \$352 Million
Assembly District 5		
Alpine County	662,483	105,042
Alpine County	662,483	105,042
Amador	6,364	1,009
Ione	272,385	43,189
Jackson	159,998	25,369
Plymouth	34,573	5,482
Sutter Creek	86,036	13,642
Amador County	3,159,103	500,903
Angels Camp	131,961	20,924
Calaveras County	4,822,368	764,628
Placerville	367,159	58,216
South Lake Tahoe	747,803	118,571
El Dorado County	10,158,020	1,610,641
Chowchilla	643,981	102,109
Madera	2,200,304	348,877
Madera County	9,865,041	1,564,187
Mariposa County	3,087,484	489,547
Mariposa County	3,087,484	489,547
Mammoth Lakes	289,310	45,873
Mono County	3,348,365	530,912
Auburn	475,349	75,371
Placer County	14,642,375	2,321,674
Sonora	168,667	26,744
Tuolumne County	4,525,459	717,550
Total District 5	63,604,553	10,085,046

Note: Amounts are each agency's entire allocation, not split among legislative districts.

Restored/Returned Revenues

Maintenance & Rehabilitation Investments - \$1.81 billion annually

- \$500 million in truck weight fees
 - Directed to the Highway User Tax Account (HUTA)
 - Allocated via the 44 STIP/44 LSR/12 SHOPP split
 - AB 1 would phase in a specific dollar amount to be returned to transportation projects whereas SB 1 would phase in a certain percentage of weight fee revenue. AB 1 would cap the weight fee transfer to the General Fund to \$500 million in FY 2021-22 and SB 1 would cap the transfer to 50% of total weight fee revenue collected in FY 2021-22. Depending on how much weight fee revenue is collected in any given year one approach could return more back to transportation projects than another but it's difficult to predict.
- Eliminate the annual BOE adjustment of the price-based excise tax, reset the rate to 17.3-cents, which would generate \$1.125 billion over FY 2016-17 anticipated revenues
 - Directed to the HUTA
 - Allocated via the 44/44/12 split
- Return \$125 million in price-based revenues related to the sale of fuel for non-highway purposes (Off-Highway Vehicles)
 - Directed to the HUTA
 - Allocated via the 44/44/12 split
- Return \$60 million in miscellaneous transportation revenues
 - Directed to the RMRA
 - Allocated via the 50 state/50 local split after off-the top set-aside

TOTAL RESTORED/RETURNED REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES: \$1.81 BILLION

One-Time Revenues

Maintenance & Rehabilitation Investments

- \$703 million in transportation loans
 - Split 50/50 between the state/locals

TOTAL ONE-TIME REVENUES GENERATED FOR ALL INVESTMENT CATEGORIES: \$703 MILLION

TOTAL NEW REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES: \$4.28 BILLION

TOTAL RESTORED/RETURNED REVENUE GENERATED FOR ALL INVESTMENT CATEGORIES: \$1.81 BILLION

GRAND TOTAL ON-GOING REVENUE FOR ALL INVESTMENT CATEGORIES: \$6.09 BILLION

EXPENDITURES BY ACCOUNT FOR ROAD PURPOSESRoad Maintenance and Rehabilitation Account (RMRA)

- Receives \$3.18 billion from new and returned/restored revenue annually:
 - \$3.12 billion from new revenues (gas tax, VRF, ZVRF)
 - \$60 million from returned revenues (miscellaneous revenues)
- Take-downs before formula allocation:
 - \$200 million annually for the State Local Partnership Program (SLPP)
 - \$80 million annually for the Active Transportation Program (ATP)
 - \$30 million annually for 4-years to establish the Advanced Mitigation Program (not reflected in calculations throughout analysis as this take-down will cease in year five/full implementation)
 - \$2-5 million annually for the CSU/UC transportation centers (SB 1 would allocated \$2 million for the UC system only whereas AB 1 would allocated \$2 million for the UC system and \$3 million for the CSU system)
- Remainder for formula allocation:
 - \$2.9 billion
 - Remainder split 50 state/50 local
 - \$1.45 for the SHOPP
 - \$1.45 billion for LSR

TOTAL GENERATED FOR RMRA:**\$3.18 BILLION**Highway User Tax Account (HUTA)

- Receives \$1.75 billion from returned/restores revenues annually:
 - \$1.125 billion from resetting the price-based excise tax rate
 - \$500 million in truck weight fees
 - \$125 million from OHV related price-based excise tax revenue
- Formula allocations:
 - 44% STIP/44% LSR/12% SHOPP
 - \$770 million for the STIP
 - \$770 million for LSR
 - \$21 million for the SHOPP

TOTAL GENERATED FOR HUTA:**\$1.75 BILLION****TOTAL GENERATED FOR RMRA:****\$3.18 BILLION****TOTAL GENERATED FOR HUTA:****\$1.75 BILLION****GRAND TOTAL ON-GOING REVENUE FOR ROAD PURPOSES CATEGORIES:****\$4.93 BILLION**

EXPENDITURES BY SYSTEM FOR ROAD PURPOSESLocal Streets and Roads

- \$2.22 billion annually
 - \$1.45 billion annually from new/returned revenue from the RMRA
 - \$770 million annually from restores/returned revenue from the HUTA
- Potential LSR benefits from \$200 million SLPP and \$80 million ATP
- One time revenue of \$352 million from transportation loan repayment

State Highways Operations and Protection Program

- \$1.47 billion annually
 - \$1.45 billion annually from new/returned revenue from the RMRA
 - \$21 million annually from restores/returned revenue from the HUTA
- Potential State Highways benefits from \$200 million SLPP and \$80 million ATP
- One time revenue of \$352 million from transportation loan repayment

State Transportation Improvement Program

- \$770 million annually
- Potential State Highways benefits from \$200 million SLPP and \$80 million ATP



STAFF REPORT

Subject: Operating Statistics October – December 2016

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 210,301 passenger trips in Mono County between October 1, and December 31, 2016. The passenger trips per hour were 24.72, which is flat compared to the previous fiscal year.

	Oct - Dec 2016	Oct - Dec 2015	Percent Change
PASSENGERS			
Adult	176,506	179,758	-1.8%
Senior	911	741	18.7%
Disabled	905	816	9.8%
Wheelchair	13	16	-23.1%
Child	31,622	30,485	3.6%
Child under 5	344	181	47.4%
TOTAL PASSENGERS	210,301	211,997	-0.8%
FARES	\$143,014.65	\$55,645.75	-15.7%
SERVICE MILES	152,135	150,681	3.2%
SERVICE HOURS	8,508	8,550	3.5%
PASSENGERS PER HOUR	24.72	24.79	-0.3%

Eastern Sierra Transit received \$54,742.80 in passenger fares during the second quarter of FY 2016/16. The average passenger fare was \$0.26. When the fixed routes within the Town of Mammoth are excluded from the calculation, the average fare per trip was \$7.99 and the corresponding farebox ratio was 25.61%.

Farebox Comparison

Route	OCT-DEC 2016	OCT-DEC 2015	% Change
June Lake	79.78%	76.86%	2.92%
Lancaster	25.21%	26.40%	-1.19%
Reno	22.58%	24.56%	-1.98%
Bpt to G'Ville	14.85%	14.34%	0.51%
Mammoth Express	14.79%	13.77%	1.02%
Benton to Bishop	14.11%	11.97%	2.14%
Walker DAR	7.60%	6.87%	0.74%
Mammoth DAR	7.34%	8.26%	-0.91%

Ridership compared to the previous fiscal year was down slightly with the current year having 1,696 fewer riders. The Gray Line, Purple Line and Measure U showing losses.

Ridership Comparison

Route	OCT-DEC 2016	OCT-DEC 2015	Variance	% Change
Bpt to G'Ville	122	103	19	18.45%
Mammoth Express	1,034	895	139	15.53%
Mammoth DAR	890	851	39	4.58%
Reno	1,190	1,147	43	3.75%
Trolley	35,009	34,245	764	2.23%
MMSA	136,589	134,795	1,794	1.33%
Benton to Bishop	77	82	-5	-6.10%
Purple	22,863	24,406	-1,543	-6.32%
Lancaster	935	1,008	-73	-7.24%
Gray	7,428	9,688	-2,260	-23.33%
June Lake	448	729	-281	-38.55%
Meas U / Specials	1,557	3,462	-1,905	-55.03%
Reds Meadow	1,570	0	1,570	

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. Many of the routes met or exceeded the standards set by the Short Range Transit Plan (SRTP), including the Mammoth Express, Lakes Basin, Purple Line, Trolley, Measure U, Lancaster, June Lake, MMSA and Red's Meadow. The most rural areas of Walker and Benton continue to be below the standard. Additionally, Mammoth dial-a-ride, Grey Line, and the Reno fell short of the goal.

Passenger per Hour Comparison

Route	OCT-DEC 2016	OCT-DEC 2015	% Change
Reds Meadow	55.91	n/a	
MMSA	51.75	50.63	2.2%
Trolley	25.95	27.49	-5.6%
Purple	22.64	24.08	-6.0%
Gray	8.78	9.56	-8.2%
June Lake	4.93	n/a	
Mammoth Express	3.06	2.66	15.1%
Lancaster	2.27	2.51	-9.4%
Benton to Bishop	2.12	2.16	-1.7%
Reno	1.74	1.70	2.2%
Walker (total)	1.54	1.56	-1.5%
Mammoth DAR	1.52	1.43	6.4%

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI
MONO ROUTES																	
<i>OCT-DEC 2016</i>																	
Mammoth Express	\$5,674.25	723	186	36	0	44	45	1,034	432	338	14,385	13,920	5.49	.41	3.06	42.6	0.07
Walker DAR	\$1,772.00	11	52	517	0	9	0	589	408	383	3,611	3,178	3.01	.56	1.54	9.4	0.19
Bridgeport to G'Ville	\$967.25	21	93	8	0	0	0	122	97	82	2,580	1,774	7.93	.55	1.48	31.4	0.07
Benton to Bishop	\$418.00	25	20	30	0	0	2	77	76	36	3,427	1,673	5.43	.25	2.12	94.5	0.05
Gray	\$0.00	4,136	0	1	0	3,291	0	7,428	865	846	16,000	15,729	.00	.00	8.78	18.9	0.47
Purple	\$0.00	18,243	0	0	0	4,620	0	22,863	1,036	1,010	12,629	12,307	.00	.00	22.64	12.5	1.86
Trolley	\$0.00	29,916	0	1	0	5,092	0	35,009	1,420	1,349	19,329	18,424	.00	.00	25.95	14.3	1.90
Meas U / Specials	\$0.00	1,355	0	0	0	202	0	1,557	27	26	216	194	.00	.00	60.31	8.4	8.03
Mammoth DAR	\$1,887.60	430	62	122	1	10	265	890	595	584	2,124	1,869	2.12	1.01	1.52	3.6	0.48
June Lake	\$5,750.00	448	0	0	0	0	0	448	106	91	2,618	2,330	12.83	2.47	4.93	28.8	0.19
Reno	\$22,620.45	762	279	94	9	34	12	1,190	758	684	29,377	28,376	19.01	.80	1.74	42.9	0.04
Lancaster	\$15,653.25	595	219	72	3	26	20	935	459	411	19,931	19,634	16.74	.80	2.27	48.5	0.05
MMSA	\$0.00	118,271	0	24	0	18,294	0	136,589	2,838	2,639	35,466	32,452	.00	.00	51.75	13.4	4.21
Reds Meadow	\$0.00	1,570	0	0	0	0	0	1,570	29	28	309	272	.00	.00	55.91	11.0	5.77
Total	\$54,742.80	176,506	911	905	13	31,622	344	210,301	9,146	8,508	162,002	152,132	.26	.36	24.72	19.0	1.38
	\$54,742.80							\$6,855.00					7.99				
<i>OCT-DEC 2015</i>																	
Mammoth Express	\$5,261.00	718	77	31	2	33	34	895	429	336	14,237	13,810	5.88	.38	2.66	42.3	0.06
Walker DAR	\$1,568.20	17	130	427	0	10	2	586	400	375	3,102	2,803	2.68	.56	1.56	8.3	0.21
Bridgeport to G'Ville	\$786.00	19	84	0	0	0	0	103	82	69	2,119	1,431	7.63	.55	1.49	30.6	0.07
Benton to Bishop	\$371.50	30	10	25	0	1	16	82	82	38	3,620	1,792	4.53	.21	2.16	95.3	0.05
Gray	\$0.00	6,230	0	0	0	3,458	0	9,688	1,035	1,014	18,321	18,022	.00	.00	9.56	18.1	0.54
Purple	\$0.00	18,374	0	0	0	6,032	0	24,406	1,037	1,014	12,177	11,816	.00	.00	24.08	12.0	2.07
Trolley	\$0.00	30,382	0	1	0	3,862	0	34,245	1,310	1,246	18,753	17,970	.00	.00	27.49	15.1	1.91
Meas U / Specials	\$0.00	3,141	0	0	0	321	0	3,462	44	40	547	505	.00	.00	85.55	13.5	6.86
Mammoth DAR	\$2,159.00	491	94	131	2	38	95	851	605	594	2,769	2,502	2.54	.86	1.43	4.7	0.34
June Lake	\$5,247.00	725	0	0	0	4	0	729	103	86	2,333	2,092	N/A	N/A	N/A	N/A	N/A
Reno	\$24,245.80	811	190	92	5	46	3	1,147	745	674	29,343	28,358	21.14	.85	1.70	43.5	0.04
Lancaster	\$16,007.25	681	156	99	7	34	31	1,008	448	401	19,122	18,868	15.88	.85	2.51	47.6	0.05
MMSA	\$0.00	118,139	0	10	0	16,646	0	134,795	2,831	2,662	32,886	30,712	.00	.00	50.63	12.4	4.39
Reds Meadow	\$0.00	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Total	\$55,645.75	179,758	741	816	16	30,485	181	211,997	9,151	8,550	159,329	150,681	.26	.37	24.80	18.6	1.41



Transportation Concept Report

State Route 108

District 9

January 2017



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 9 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation
Caltrans Improves Mobility Across California

Approvals:

Ryan A. Dermody	Date	Brent L. Green	Date
<i>Deputy District 9 Director, Planning and Environmental</i>		<i>District 9 Director</i>	



**State Route 108
Transportation Concept Report**

Prepared by Caltrans District 9
Office of System Planning

January 2017



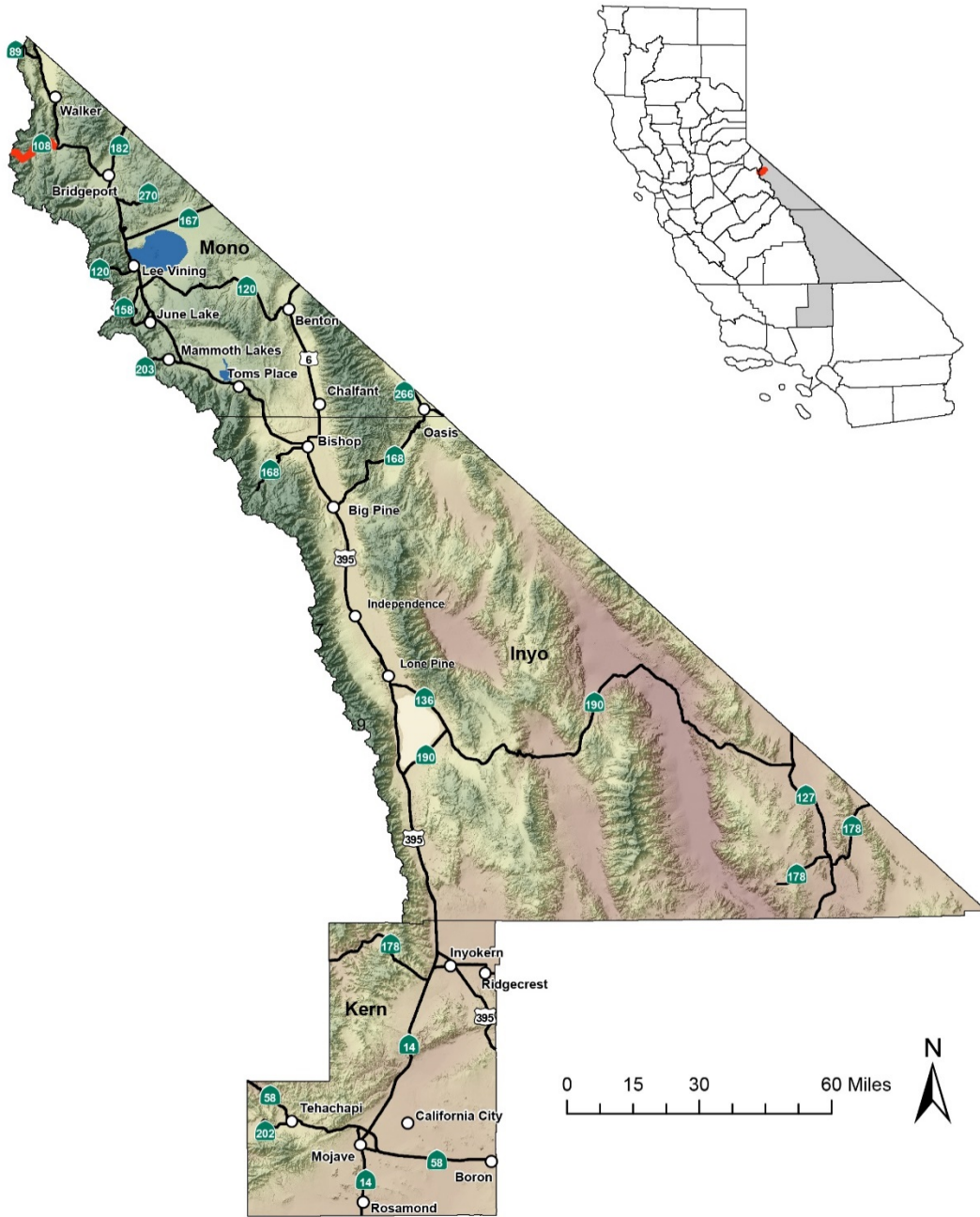
For additional information regarding the Transportation Concept Report for State Route 108, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514
www.dot.ca.gov/dist9/planning/
(760) 872-0601

For individuals who need this information in a different format, it is available in several foreign languages as well as Braille, large print, audio cassette, and computer disk. To obtain a copy in an alternative format, please communicate with the Equal Employment Opportunity officer at the above address or phone number.

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Location of State Route 108 in Caltrans District 9

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety and health; stewardship and efficiency; sustainability, livability and economy; system performance; and organizational excellence.

The System Planning process is primarily composed of four parts: The District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 108 TCR. As information for the TCR was gathered, some stakeholders were contacted for input related to their particular specializations, and to verify data sources used and data accuracy. Prior to document finalization, primary stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for external input and ideas to be reflected in the document, increases credibility, and helps strengthen public support and trust.

EXECUTIVE SUMMARY

State Route (SR) 108 begins in the City of Modesto in Stanislaus County and ends between the communities of Walker and Bridgeport in northern Mono County at United States Route 395 (US 395) Junction near the Caltrans Maintenance Station. The highway runs in a north-easterly direction, traversing the Sierra Nevada mountain range through Alpine County over Sonora Pass into Mono County, terminating at US 395. Recent traffic data was analyzed throughout this document using 2014 as a base year (BY) and 2034 as a horizon year (HY) for projecting operational conditions. In District 9, SR 108 is a two-lane conventional highway that currently operates at a high level of service and is projected to meet forecasted demand through the horizon year. This TCR, addresses only the 15.15 miles of SR 108 in District 9.

Concept Summary

Segment ID	Segment Description	Existing Facility	20-25 Year System Operations and Management Concept	20-Year Facility Concept
1	Alpine/Mono county line at Sonora Pass to easterly winter closure gate at west end of Pickel Meadow	2C	Maintain current roadway	2C
2	Winter closure gate at west end of Pickel Meadow to US 395 at Sonora Junction	2C	Maintain current roadway	2C

Concept Rationale

No significant growth or development is anticipated along SR 108. Recreational, military, and interregional traffic are the major sources of traffic on the route. A truck length restriction has been placed on the route so a decrease in trucks will be expected. The concept for SR 108 is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand.

Proposed Projects and Strategies

- SR 108 Truck Turnaround Mno-108-9.9/10.1
- SR 108 Thin Blanket Mno-108-0.0/15.15
- Shoulder Backing Mno 0.0/9.8
- Dug-outs Mno 0.0/9.8

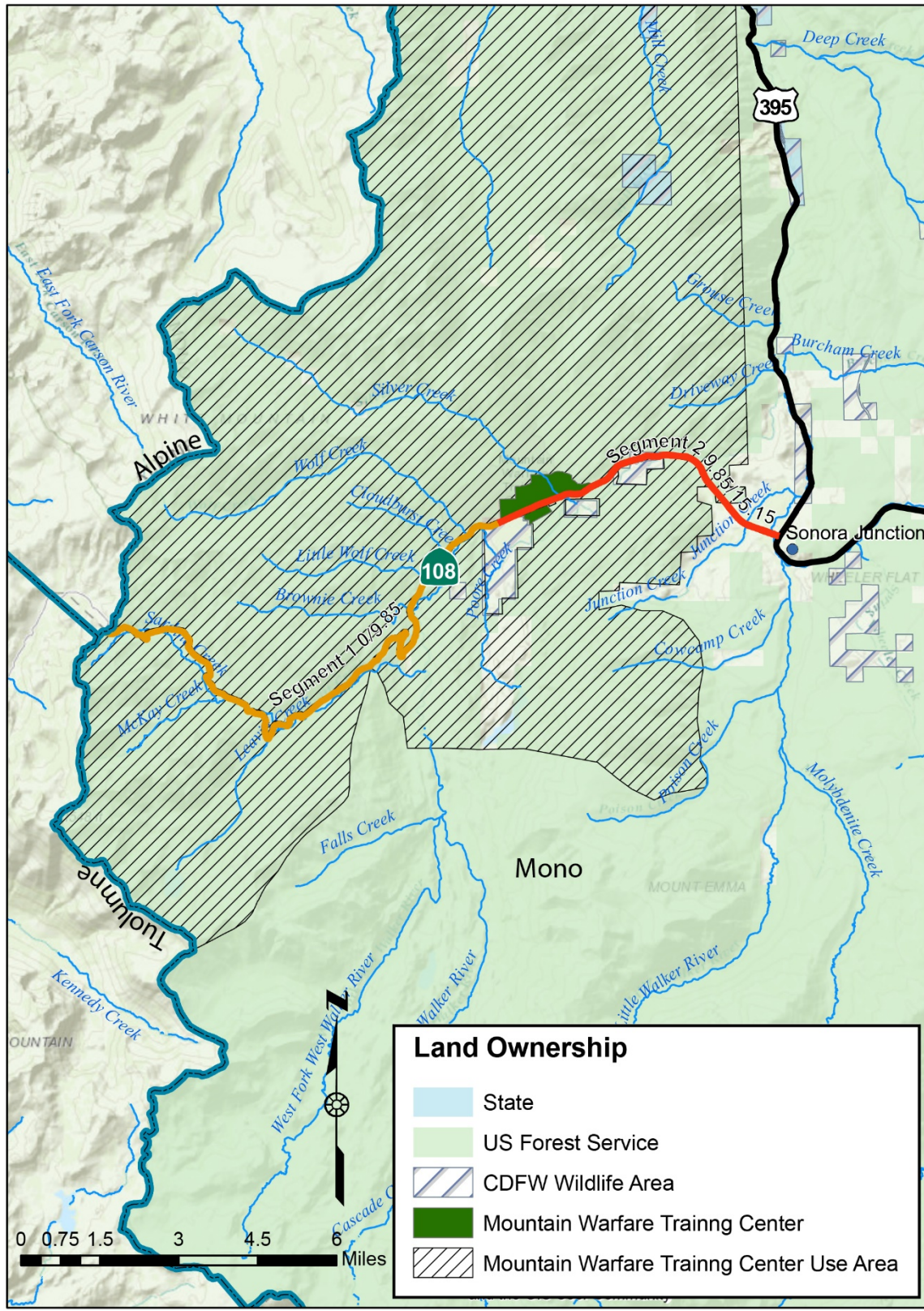
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

This TCR addresses 15.15 miles of the route within Caltrans District 9, Mono County.

Segment ID	Location Description	County Route Beginning Post Mile	County Route Ending Post Mile
1	Alpine/Mono county line at Sonora Pass to the winter closure gate at west end of Pickel Meadow	Mno-108-0.00	Mno-108-9.85
2	Winter closure gate at west end of Pickel Meadow to Route 395 at Sonora Junction	Mno-108-9.85	Mno-108-15.15

SEGMENT MAP



ROUTE DESCRIPTION

Route Location:

This TCR covers the 15.15 miles of SR 108 located in Mono County and is addressed in two segments. This portion of the highway starts at Sonora Pass (Alpine/Mono County line) and winds down slope, through mountainous terrain, to its terminus junction at US 395. This highway serves local, interregional, and recreational traffic; while also providing the only paved access to the U.S. Marine Corps Mountain Warfare Training Center (MWTC).

Route Purpose:

SR 108 serves central Sierra Nevada mountain communities and provides access for recreational travelers, military personnel, and interregional traffic that connects US 395. During the summer, SR 108 is used for bicycle and motorcycle touring as well as access to many recreational facilities in the Toiyabe National Forest. This route provides access to the communities of Bridgeport, Walker, and Coleville. Pedestrians and bicyclists are allowed on all of SR 108.

Major Route Features:

SR 108 is two-lane conventional highway that is functionally classified as a Rural Minor Arterial. This route is part of the Interregional Road System (IRRS) connecting Central California to other states. Caltrans recommends continued rehabilitation and operational improvements on SR 108 due to its status as an interregional route, Surface Transportation Assistance Act of 1982 (STAA) Truck Network, an alternate trans-Sierra route, and its access to military facilities. SR 108 is eligible for scenic highway designation but is not currently designated.

Route Designations and Characteristics:

Segment ID	1	2
Freeway & Expressway System as defined in Sections 253 and 253.6 of the California Streets and Highways Code	yes	yes
National Highway System	no	PM ≤ 11.073: no; PM > 11.073: yes
Strategic Highway Network	no	no
Scenic Highway as defined in Sections 263 and 263.1 of the California Streets and Highways Code	no ¹	no ¹
Interregional Road System as defined in Sections 164.3 and 164.16 of the California Streets and Highways Code	yes	yes
Priority Interregional Facility	no	no
Federal Functional Classification	Minor Arterial	Minor Arterial
Goods Movement Route	no	yes
Truck Designation	65-ft maximum length prohibition for king-pin to rear-axle spacing greater than 38 feet	PM ≤ 11.07: 65-foot maximum length California Legal Advisory for king-pin to rear-axle spacing greater than 30 feet; PM > 11.07: Terminal Access (STAA)

Segment ID	1	2
Census Bureau Population Size Designation	rural	rural
Regional Transportation Planning Agency	Mono County Local Transportation Commission	Mono County Local Transportation Commission
County Transportation Commission	none	none
Local Agency	Mono County	Mono County
Air District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District
Terrain	mountainous	rolling

¹ California Streets and Highways Code Section 263.7 eligible but not officially designated

COMMUNITY CHARACTERISTICS

There are no identified communities along SR 108 within District 9; however military housing does exist at the Mountain Warfare Training Center and SR 108 is the only commuter and access route to that facility. The route is near the communities of Bridgeport and Coleville and provides connection to Twain Harte (pop 2,226), 55.22 miles west from the Alpine/Mono County boundary.

LAND USE

The majority (94%) of land in Mono County is publicly owned and as a result there will be little private development in the future. The land use designations per the Mono County General Plan for the segments that SR 108 passes through are “Resource Management” and “Open Space.” These lands are owned and managed by the California Department of Fish and Wildlife (CDFW), the US Forest Service (USFS), and the United States Marine Corps (USMC). No changes in land use patterns or major designations are foreseen within the planning timeframe of this document.

Segment ID	Place Type/Land Use
1	forestry, recreational, and military
2	forestry, recreational, and military

SYSTEM CHARACTERISTICS

SR 108 is an undivided, two-lane conventional highway within District 9. Passing lanes do not exist and there are few passing opportunities. This route is a CA Legal Advisory Route from US 395 to Mono County/Alpine County line, with a kingpin-to-rear-axle (KPRA) prohibition of 38 feet. The highway has a maximum grade of 26%, a posted speed limit of 40-55 mph, and curves with speed advisories from 25-35 mph. The average shoulder width is 0 to 2 feet; the average lane width is 12 feet; and no median exists.

Segment ID	1	2
Existing Facility		
Facility Type	conventional	conventional
General Purpose Lanes	2	2
Lane Miles	19.7	10.6
Centerline Miles	9.85	5.30
Median Width, feet	0	0
Current Right-of-way width, feet	33–100	43–154
20-year Concept Facility		
Facility Type	conventional	conventional
General Purpose Lanes	2	2
Lane Miles	19.7	10.6
Centerline Miles	9.85	5.30
TMS Elements		
TMS Elements, base year	Main-line metering stations: <ul style="list-style-type: none"> • Fixed full-time <ul style="list-style-type: none"> ➤ Post Mile 0.55: 0.55 mile east of Alpine/Mono county line • Fixed part-time <ul style="list-style-type: none"> ➤ Post Mile 7.9: at Leavitt Meadows Pack Station 	Main-line metering station: <ul style="list-style-type: none"> ▪ Fixed full-time <ul style="list-style-type: none"> ➤ Post Mile 14.225: 0.923 mile west of US 395 at Sonora Junction
TMS Elements, horizon year	Main-line metering stations: <ul style="list-style-type: none"> • Continuing fixed full-time <ul style="list-style-type: none"> ➤ Post Mile 0.55: 0.55 mile east of Alpine/Mono county line • Continuing fixed part-time <ul style="list-style-type: none"> ➤ Post Mile 7.9: at Leavitt Meadows Pack Station 	Main-line metering station: <ul style="list-style-type: none"> ▪ Continuing fixed full-time <ul style="list-style-type: none"> ➤ Post Mile 14.225: 0.923 mile west of US 395 at Sonora Junction

BICYCLE FACILITY

Bicycles are allowed on SR 108. Providing wider shoulders and an uphill climbing bicycle lane are challenges due to prioritization of funding, environmental concerns, unbalanced cost to benefit ratios, and physical constraints.

Highway Segment ID	On-highway Bicycle Accommodation						
	Bicycle Segment ID	Post Mile Limits	Is Bicycle Access Prohibited?	Accommodation Type (Bicycle Facility Designation)	Outside Paved Shoulder Width, feet	Facility Description	Posted Speed Limit, miles/hour
1	A	0.00–9.85	no	shared roadway	0–5	varying width paved shoulders	40

2	B	9.85–15.15	no	shared roadway	0–8	varying width paved shoulders	40: PM ≤ 10.00 55: PM > 10.00
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PEDESTRIAN FACILITY

Pedestrians are allowed on SR 108, the majority of which is generated by the marine base. Specific pedestrian facilities or sidewalks do not exist. Pedestrians may utilize the paved and unpaved shoulder.

Highway Segment ID	Bicycle Segment ID	Post mile Limits	Is Pedestrian Access Prohibited?	Is Sidewalk Present?	Facility Description
1	A	0.00–9.85	no	no	2–5 foot width paved shoulders
2	B	9.85–15.15	no	no	1–8 foot width paved shoulders

TRANSIT FACILITY

Scheduled public transit service is not provided along SR 108. However, the Eastern Sierra Transit Authority (ESTA) provides round-trip bus service on US 395 passing SR 108 on its trip between Lone Pine and Reno on Mondays, Tuesdays, Thursdays, and Fridays. With advance telephone request, the bus will stop at the intersection of US 395 with SR 108.

FREIGHT

SR 108 has minor goods movement due to the mountainous terrain. District 9’s portion of SR 108 from the Alpine/Mono County line to the winter closure gate west of the Mountain Warfare Training Center, has a kingpin-to-rear-axle (KPRA) prohibition of 38 ft. Truck traffic is 2% of the Average Annual Daily Traffic (AADT) with most trucks classified as 2 axle.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may need future analysis in the project development process. This information does not represent all possible environmental considerations that may exist within the area surrounding the route. Any project on SR 108 being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified in the environmental scan have been scaled (high, medium, or low) by district staff based on the probability of encountering such environmental issues. The following environmental factors were included in the scan:

Cultural Resources: Most of SR 108 traverses through what Caltrans considers “culturally sensitive areas.” Any and all work along the highway will require cultural resource evaluation by a Caltrans archaeologist; work may require tribal consultation.

Geology/Soils/Seismic: SR 108 crosses over two minor faults, an unnamed fault (PM 7.3) and the West Walker River fault zone (PM 14.2).

Visual Aesthetics: SR 108 is eligible to be designated as a State Scenic Highway, though none of it is currently designated as such.

Floodplain: The Special Flood Hazard Areas (SFHA) maps as designated by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program were evaluated. SR 108 within District 9 is outside of any flood designation, with the exception of two small areas, one located at PM 7.6 and the other between PM 12.8 to 12.9 which sits in a 100-year flood zone.

Air Quality: Mono County is a part of the Great Basin Valleys Air Basin under the stewardship of the Great Basin Unified Air Pollution Control District. SR 108 is either Unclassified or Attainment for all air quality measures except for PM 10.

Waters and Wetlands: Most of SR 108 is within wetland areas fed by numerous rivers, creeks, streams, and springs that feed into the West Walker River drainage. Any and all work along the highway will require biological resource evaluation by a qualified Caltrans biologist to verify if waters of the US or State may be affected. Storm water and water pollution best management practices will be implemented when work occurs along this route.

Special Status Species: Special status species may be encountered near the highway throughout its length; these can be State and/or federally listed plants and animals. Any and all work along this route will require biological surveys to determine their presence and possible avoidance, minimization, or mitigation measures.

Segment ID		1	2
Section 4(f) Land		medium	
Coastal Zone		low	
Timberland		high	
Environmental Justice		low	
Cultural Resources		medium	
Visual Aesthetics		high	
Geology/Soils/Seismic		low	
Floodplain		low	
Climate Change and Sea Level Rise Vulnerability		low	
Hazardous Materials		low	
Naturally Occurring Asbestos		low	
Air Quality	Ozone (O ₃)	Attainment	
	Particulate Material	2.5 micrometer	Attainment
		10 micrometer	Non-attainment
	Carbon Monoxide (CO)	Attainment	
Noise		low	
Waters and Wetlands		high	
Special Status Species		medium	
Fish Passage		high	
Habitat Connectivity		high	

CORRIDOR PERFORMANCE

The Corridor Performance table displays volume data for the Base Year (BY) 2014 and the Horizon Year (HY) 2034. Level of Service (LOS) was calculated using the Highway Capacity Manual (HCM) 2010.

Segment ID	1	2
Basic System Operations		
AADT <small>BY (Base year-2014)</small>	792	1,106
AADT <small>HY (Horizon year-2034)</small>	1,126	1,082
AADT growth/year, percent	1.78	-0.107
LOS Evaluation Method	Highway Capacity Manual 2010 Software	Highway Capacity Manual 2010 Software
LOS <small>BY</small>	B	B
LOS <small>HY</small>	B	B
LOS <small>Concept (minimum acceptable through 2034)</small>	C	C
VMT <small>BY</small>	7,766	5,910
VMT <small>HY</small>	11,041	5,782
Truck Traffic		
Total Average Annual Daily Truck Traffic, AADTT <small>BY</small>	28	33
Total Trucks, percent of AADT <small>BY</small>	3.54	2.98
5+ Axle Average Annual Daily Truck Traffic, AADTT <small>BY</small>	4	5
5+ Axle Trucks <small>BY/ AADT</small> <small>BY, percent</small>	0.5	.5
Bottlenecks		
Bottleneck Existing	Typically once a week lasting from 20 minutes to 6 hours	no
Bottleneck Location	Most often between post miles 4.5 and 4.6	
Bottleneck Queue Length, feet	2,200 feet average total, eastbound + westbound (150 motor vehicles/3 hours)	
Bottleneck Causality	The inability of tractor semitrailer combinations which exceed the advisory 30-foot KPRA to negotiate the reversing small (approximately 90-foot) radius curves and curve-to-curve change of super-elevation	

ADDITIONAL TOPICS

KEY CORRIDOR ISSUES

Typically, in Segment 1 (except during the winter closure period) at least one tractor semi-trailer combination having a kingpin-to-rear axle spacing exceeding Caltrans' 38-foot advisory has each week, for the last several years, been unable to negotiate one of several small radius curves, primarily between post miles 4.5 and 4.6 in Segment 1. The result has been the blocking of the highway from 20 minutes to six hours, often requiring assistance from the California Highway Patrol.

To help alleviate the situation, Mono County has prepared Ordinance 16-04 that denies the use of Segment 1 to tractor semi-trailer combinations having a kingpin-to-rear axle spacing exceeding 38 feet. Ordinance 16-04 has been approved by Caltrans to be forwarded to the California Legislature for inclusion into the California Streets and Highways Code.

Depending on the availability of power (solar) and communication signals, a Roadway Weather Information System (RWIS) and a closed-circuit television (CCTV) should be considered near the Alpine /Mono county line or near Monitor Pass in Alpine county. This would help provide real-time information so that informed decisions could be made regarding the pass closure and road conditions, in addition to the existing CMS sign on US 395.

CORRIDOR CONCEPT

CONCEPT RATIONALE

No significant growth or development is anticipated in the rural communities served by SR 108. Recreational, interregional, and military traffic are the major sources of traffic on the route. The concept for SR 108 is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand. Adequate maintenance of the highway will be the main priority, with shoulders added where feasible.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Segment ID	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
2	Truck Turn Around	Planned	Mno 9.9/10.1	Caltrans Recommendation	Operational Improvement	Short Term
1,2	Thin Blanket	Programed	Mno 0.0/15.15	Caltrans Recommendation	Roadway	Short Term
1	Dig-outs	Programed	Mno 0.0/9.8	Caltrans Recommendation	Roadway	Short Term
1	Shoulder Backing	Planned	Mno 0.0/9.8	Caltrans Recommendation	Roadway	Short Term

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Segment ID	Location	Project			
		Description	Source	Purpose	Implementation Phase
2	From 0.4 mile, east of Wolf Creek Bridge (No. 47-0016) to 1 mile west of Training center entrance.	Truck Turnaround	Caltrans	Assist in Compliance of Truck Restriction.	Short Term
1,2	Length of Route	Thin Blanket	Caltrans	Prolong Pavement Life	Short Term
1	From county line to winter closure gate	Dig-outs	Caltrans	Prolong Pavement Life	Short Term
1	From county line to winter closure gate	Shoulder Backing	Caltrans	Prolong Pavement Life	Short Term

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APPENDIX

APPENDIX A GLOSSARY OF TERMS AND ACRONYMS

Acronyms and Abbreviations

AADT–Annual Average Daily Traffic
 ADA–Americans with Disabilities Act of 1990
 ADT–Average Daily Traffic
 APCD–Air Pollution Control District
 BLM–United States Bureau of Land Management
 BY–Base Year
 Caltrans–California Department of Transportation
 CCD–Census County Division
 CDP–Census Defined Place
 CEQA–California Environmental Quality Act
 CMS–Changeable Message Sign
 E–east
 ESTA–Eastern Sierra Transit Authority
 FEMA–Federal Emergency Management Agency
 FHWA–Federal Highway Administration
 HCM–Highway Capacity Manual
 HCS–Highway Capacity Software
 HTNF–Humbolt-Toiyabe National Forest
 HY–Horizon Year
 KPRA–Kingpin to rear axel
 ITS–Intelligent Transportation System
 LOS–Level of Service
 LTC–Local Transportation Commission
 Mno–Mono (County)
 N–north
 NE–northeast
 NF–National Forest
 NW–northwest
 PID–Project Initiation Document
 PM–Post Mile
 PSR–Project Study Report
 RTP–Regional Transportation Plan
 RTIP–Regional Transportation Improvement Program
 RTPA–Regional Transportation Planning Agencies
 S–south
 SE–southeast
 SHOPP–State Highway Operation Protection Program
 SR –California State Route
 STAA–Surface Transportation Assistance Act
 STIP –State Transportation Improvement Program
 SW–southwest
 TCR–Transportation Concept Report
 TMS–Transportation Management System

TSN—Transportation System Network
US—United States Highway Route
USFS—United States Forest Service
USMC—United States Marine Corp
VMT— Vehicle Miles Travelled
W—west

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Glossary

AADT – Annual Average Daily Traffic is the quotient of the total annual bi-directional traffic volume on a route or route segment and 365, the number of days in most years. The traffic count year begins on October 1st of the originating year and ends on September 30th of the following year. Traffic counting is generally performed by electronic counting instruments at fixed locations or portable instruments moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to better estimate the annual average daily traffic by adjusting for variables such as seasonal influence and weekly variation as appropriate. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

Base year – The year that the most current data is available to the districts is the base year. In this report, the year is 2014.

Bikeway Class I (Bike Path) – One or a series of intersection-separated segments of a facility on a state highway designed for the exclusive use of bicyclists and pedestrians. Class-I bikeways are completely separated from motor vehicle traffic on the same state highway. Typically, the length of a Class I segment is longer than the length of the paralleling motor-vehicle segment of the facility to increase safety by minimizing the number of stops required for bicyclists/pedestrians to accommodate traffic cross flow.

Bikeway Class II (Bike Lane) – A striped lane for one-way bike travel on a street or highway

Bikeway Class III (Bike Route) – The travelled way and shoulders shared by bicyclists, pedestrians, and motor vehicles when designated by “Bike Route” signs or permanent markings

Bikeway Class IV (Separated Bikeway) – A Class IV bikeway is a bikeway for the exclusive use of bicycles including a separation between the bikeway and through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions

Capital Facility Concept – The twenty-year (Horizon Year), vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility (intercity passenger rail, mass-transit guideway etc.), grade separation, and new managed lanes

Class I two-lane highway – Generally, Class I is assigned to two-lane highways that are major intercity routes, primary connectors or major traffic generators, daily commuter routes, or major links in state and national highway networks. Motorists are expected to travel at relatively high speeds on Class I highways. Class I facilities serve mostly long-distance trips or provide the connections between facilities that serve long-distance trips.

Class II two-lane highway – Class II is assigned to two-lane highways functioning as access routes to Class I facilities; serve as scenic or recreational routes, and not as primary arterials, or pass through rugged terrain where high-speed operation would be impossible. Motorists do not necessarily expect to travel at relatively high speeds on Class II highways. Class II facilities serve short trips mostly as well as the beginning or ending portions of longer trips, or trips on which sightseeing plays a significant role.

Class III two-lane highway – Class III two-lane highways serve moderately developed areas. Class III may be a segment of a highway that passes through small towns or developed recreational areas and is surrounded by Class I and/or Class II segments. On Class III segments, local traffic often mixes with through traffic, and the

density of non-signalized roadside access points is noticeably higher than in a purely rural area. Also, Class III highways may be longer segments passing through more spread-out recreational areas having increased roadside traffic and access points. Such segments are often accompanied by reduced speed limits that reflect the highway activity level.

Concept LOS – The minimum acceptable LOS over the next 20 years

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a fiscally constrained plan and is not currently programmed. It could be included in a general plan or in the unconstrained section of a long-term plan.

Conventional – The designation of a highway, undivided or divided, without access control except where justified at spot locations; at those locations access control measures, including grade separations, may be employed

Corridor – A corridor is a broad geographical band that follows a general directional flow connecting major sources of trips that may include a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off-system facilities are included as informational purposes and not analyzed in the TCR.

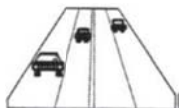
Facility Concept – The description of a State highway facility that may be modified to ensure adequate or improved performance over the next 20 years; strategies to achieve the concept description may include: Increasing capacity; improving or adding a bicycle facility, a pedestrian facility, a transit facility, new managed lanes, and/or TMS field elements; converting managed lanes from an existing configuration or characteristic to another managed lane configuration or characteristic; and/or improving management of transportation demand and incidents.

Facility Type – The facility type describes a State Highway in terms of design classification and right-of-way restrictions. The facility could be a freeway, expressway, conventional, or couplet, i.e., two one-way city streets conveying traffic in opposite directions.

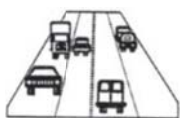
Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in load handling capacity, weight, carloads, or truck volumes.

Horizon Year – The furthest year beyond the present, 20 years, that planning believes it necessary to take into consideration in developing projects to meet future concerns and believes the projection of traffic volume data is sufficiently accurate.

Level of Service – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists is the level of service. Level of service (LOS) is a function of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Currently there are six levels of service. The levels of LOS, including patterns specific to two-lane highways, are categorized as follows:



LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

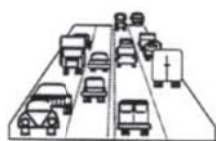


LOS B, like LOS A, is indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but because the traffic density is greater than for LOS A, drivers have slightly less freedom to maneuver.

On two-lane highways, passing demand and opportunities are balanced. On both Class I and Class II facilities, queuing (platooning) becomes noticeable; on Class III facilities it becomes difficult to maintain free-flow speed, but speed reduction is small.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is clearly affected by the presence of other vehicles, but traffic speeds remain the same as in LOS A and LOS B and most vehicles are travelling in queues (platoons).



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

On two-lane Class I and II highways, passing demand is high, but passing capacity approaches zero; a larger fraction of total vehicles than in Class C is travelling in queues; the percent time spent following (in a queue) is quite discernible. On two-lane Class III highways, the reduction in speed below free-flow is significant.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

On two-lane Class I and II roads, passing is almost impossible. On two-lane Class III highways, speed is less than 2/3 the free-flow speed.



LOS F is a stop and go, low-speed condition with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delays in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Mode – A mode is the means or structure used for movement or delivery of people or goods from one location to another over land or the sea and through the air and/or space. When a moving vehicle is responsible for transporting over land, those modes include but are not limited to automobiles, subways, buses, and rail. When other than a moving vehicle is responsible for overland transportation, the guiding surface/structure often is identified as a mode; such modes include pipelines and cables.

Multi-modal – Transportation options using different modes within a system or corridor

System Operations and Management Concept – The system operations and management concept describes the system operations and management elements that may be needed within 20 years. The elements can include non-capacity-increasing operational improvements (auxiliary lanes, channelization, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. an HOV lane to a HOT lane), transportation demand management (TMS) including TMS field elements, and incident management.

Peak Hour – The hour on a representative day in which the maximum volume passes a point on the highway in a given direction

Peak Hour Volume – The peak hourly volume is the hourly volume in a given direction passing a point on a highway segment during the period when the highest daily traffic volume concentration occurs. The volume is generally between six percent and ten percent of the ADT. Lower peak values are generally found on roadways with lower average volumes.

Peak Period – Is a part of the day when traffic congestion on a road is at its highest. Typically, peak congestion occurs once in the morning and once in the evening at the time when most people commute. Peak Period is defined for a particular point along an individual route or route segment; it is not applicable to all routes within a Caltrans district nor to all routes within the State of California.

Planned Project – A planned improvement or action is a project in a fiscally constrained section of a long-term plan, such as an approved regional or metropolitan transportation plan (RTP or MTP), capital improvement plan, or measure.

Post 20-year Concept – In general, a post 20-year concept is a perception of the maximum reasonable and foreseeable roadway needed on a State highway route beyond a 20-year horizon. The post 20-year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile – Within each county along a given route, a post mile along with the county and route officially identifies each point on the State Highway System. A milepost is composed of a numeric value that may be preceded by a prefix and/or followed by a suffix. Numeric values increase from the beginning of a route within a county to the next county line, assuming the route continues into another county. Except in certain situations where a highway crosses a meandering county line or meanders across a county line multiple times, the milepost numeric values start over at each county line. Numeric values usually increase from south to north or west to east depending upon the general end-to-end direction the route follows within California. Assuming that the location of the construction centerline has not changed, the milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R", "M", "H", "N") are established for it. If relocation results in a change in length, a "milepost equation" is introduced at one or both ends of each relocated portion allowing the true length of a segment crossing one or both equation points to be easily determined.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation – A route’s designation/affiliation is adopted through legislation and identifies the system or systems that the route is associated with on the State Highway System. A designation denotes the design standards that apply during project development and design. Typical designations include but not limited to the: California Freeway and Expressway System, California Interregional Route System (IRRS), California Legal system, California Lifeline system, California Scenic Highway System, Federal Highway Administration National Scenic Byway system, National Highway System (NHS), National Network, Surface Transportation Assistance Act (STAA) system, US Department of Defense Strategic Highway Network (STRAHNET), and US Forest Service Scenic Byway system.

Rural Area – Fewer than 5,000 in population defines a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Segment – A numerically or alpha-numerically identified length of a facility between two points

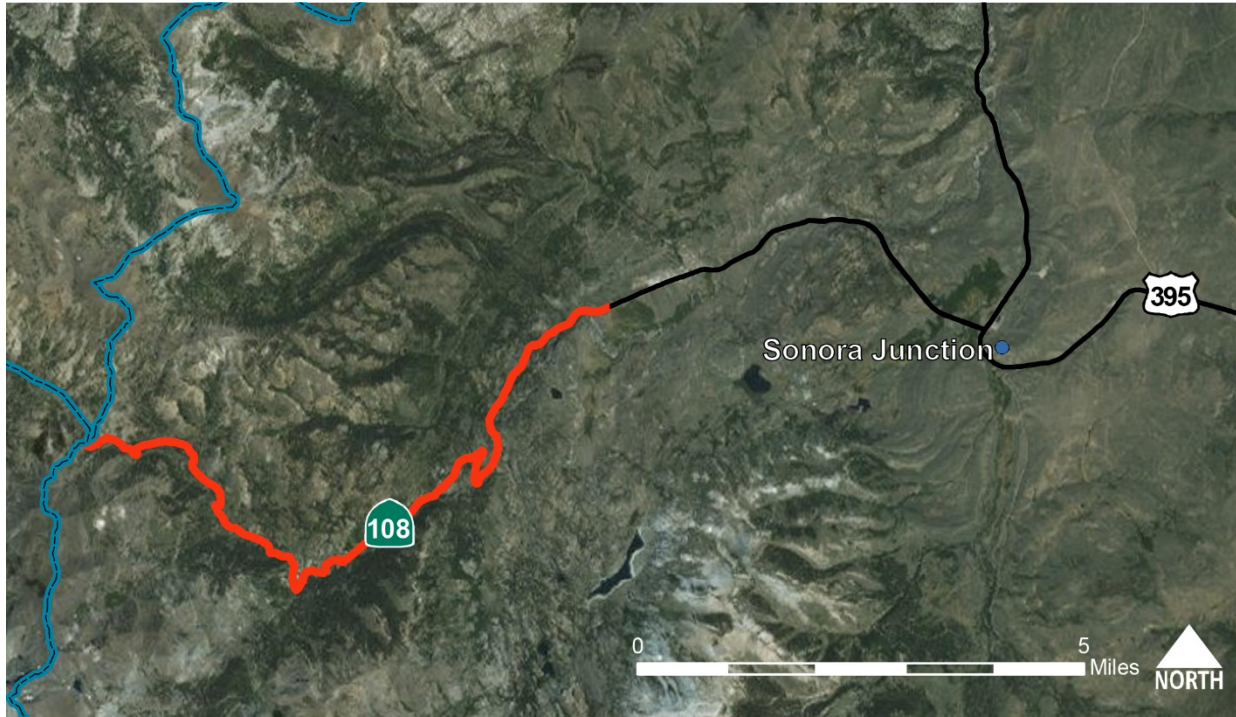
Snow Chute – An avalanche snow path

Surface Transportation Assistance Act – A federal act permitting a range of tractor-trailer combinations exceeding lengths otherwise not allowed on the highways of many states, including California, to use state highways or segments of state highways as long as location service needs are justified and federal and state minimum geometric highway design requirements are met

Transportation Management System – Business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system are defined as a transportation management system (TMS). A TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure for integrated advanced transportation management systems and information systems, and for electronic toll-collection systems.

Vehicle Miles Travelled – The sum of miles travelled by motor vehicles in all traffic lanes between two points on a road segment or ramp is defined as vehicle miles travelled Visitor Day – One person visiting a national forest in a twelve-hour period.

**APPENDIX B
Factsheets
Segment 1:**



Segment 1 begins at Alpine/Mono county line at Sonora Pass to easterly winter closure gate at west end of Pickel Meadow.

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Thin Blanket	Planned	MNO 0.0/15.15	Caltrans Recommendation	Roadway	Long Term

Current Facility	2C	AADT	1,320	Truck AADT	28	Speed Limit	55
Concept Facility	2C	VMT	19,998	Truck % of AADT	2.14	Shoulder Width	2-5
Present LOS	B	Peak Hour VMT	3,546	ROW	30-50	Functional Classification	Minor Arterial

Segment 2:



Segment 2 begins at Easterly winter closure gate at west end of Pickel Meadow to Route 395 at Sonora Junction.

Planned and Programmed Projects and Strategies

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Truck Turn Around	Planned	MNO 9.9/10.1	Caltrans Recommendation	Operational Improvement	Short Term
Thin Blanket	Planned	MNO 0.0/15.15	Caltrans Recommendation	Roadway	Long Term

Current Facility	2C	AADT	1,560	Truck AADT	33	Speed Limit	55
Concept Facility	2C	VMT	23,634	Truck % of AADT	2.14	Shoulder Width	1-8
Present LOS	B	Peak Hour VMT	3,710	ROW	50	Functional Classification	Minor Arterial

APPENDIX C Resources

- Caltrans TASAS: February 12, 2015 *Traffic Accident Surveillance and Analysis System Highway Sequence Listing (w/cities), District 09*
- California Legislature *California Streets and Highways Code, Section 253.7*
- California Legislature *California Streets and Highways Code, Section 263.7*
- California Legislature *California Streets and Highways Code, Sections 164.3 and 164.15*
- U.S. Department of Transportation Federal Highway Administration, FHWA: January 06, 2014 *National Highway System map*
- Caltrans Highway System Engineering: August 05, 2011 *California Road System, Maps 10-J, 10-K, 11-J, and 11-K*
- Caltrans Legal Truck Access unit: April 23, 2014 *Truck Networks on California State Highways, District 9*
- Caltrans Transportation Planning, Headquarters: May, 2012 *Regional Transportation Planning Contacts*
- California Environmental Protection Agency, Air Resources Board: March 23, 2012 *California Air District Map for District Rules*
- Caltrans Division of Structures: August 28, 2000 *Sardine Creek Bridge (replace) General Plan*
- Caltrans Division of Structures-Design 5: September 17, 1981 *Wolf Creek Bridge, General Plan*
- California Division of Highways Bridge Department: November 1, 1943 *Bridge Across West Walker River Near Sonora Junction in Mono County, General Plan*
- Caltrans Division of Maintenance, Structure Maintenance Design: January 2, 2012 *Route 108, 182, & 395 Bridges, General Plan No. 1*
- California Division of Highways: September 15, 2015 *Bridge Inspection Report, Bridge 47-0064*
- California Division of Highways Contract 90000183, Sheets 1–7
- Officer Archer, Bridgeport office, California Highway Patrol–Robert Rubinstein, Caltrans District 9 Transportation Planning telephone conversation, 9:30 AM, July 28, 2016 re: location and frequency of helping clear jack-knifed over length tractor-trailer combinations blocking Route 108 in Segment 1
- Caltrans Central Region Project Delivery: July 6, 2015 *Truck Restriction Report California State Route 108*
- <https://www.reference.com/vehicles/average-length-car-2e853812726d079d> average length of vehicles for bottleneck length evaluation

Mono County Local Transportation Commission

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

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

LTC Staff Report

TO: Mono County Local Transportation Commission

MEETING DATE: February 13, 2017

FROM: Grady Dutton, TOML Public Works Director

SUBJECT: Town of Mammoth Lakes LTC Projects

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

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION:

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<i>Mammoth Creek Gap Closure Project</i> <i>State ATP Funds</i> <i>Previous TE project</i>	<i>Class 1 Bike Path</i>	Construct Class 1 bike path from near the Old Mammoth Road/Minaret Road intersection generally along the south side of Mammoth Creek to Mammoth Creek Park West. Defunded TE Project. Staff has received an ATP Grant in the amount of \$847,000 for Right-of-Way, design and construction. Environmental analysis underway. CTC approved ROW funding Staff is preceding with this phase.
<i>Rt 203 (West Minaret Rd) Sidewalk Safety Project</i> <i>STIP Funds</i>	Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.	Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. The Town has selected a consultant for environmental and PS&E work. CTC has authorized the ROW phase. Staff is currently working with Caltrans to complete these phases.
<i>Rt 203 (North Main St.) Sidewalk Safety Project</i> <i>STIP Funds</i>	Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street. Bike Lanes	Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project was awarded on September 7 in the total amount of \$2,537,400. STIP funding: \$2,000,000. Private (Mammoth View Project) and Town funds for remainder.

Mammoth Yosemite Airport

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Wildlife Hazard Assessment and Management Plan</i> <i>FAA and PFC Funds</i>	<i>Prepare wildlife hazard assessment for airport and five mile radius.</i>	Wildlife study complete. FAA approval received May 2015. Wildlife Hazards Management Plan complete. USFA are completing their NEPA process for fence alignment.
<i>Wildlife Fence</i> <i>FAA and PFC Funds</i>	<i>Construct perimeter wildlife fence around airport to prevent deer and other</i>	FAA has awarded grant for final design. A topographical survey has been completed. The Town is reviewing the survey to determine if any other preconstruction work is required prior to going into the final

	<i>animals from entering the airport.</i>	design phase of the fence. Working with Caltrans on issues outside the scope of this project.
<i>Commercial Terminal Building FAA and PFC Funds</i>	<i>Construct a new commercial terminal building and associated facilities.</i>	The Town is completing an Aviation Forecast which will be incorporated into the airport's Terminal Area Development Plan. After approval of both documents by the FAA the Town will be in the position to start the environmental documents and some preliminary design work on the terminal (for the purpose of informing the environmental document).

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: February 13, 2017

FROM: Garrett Higerd, Assistant Public Works Director

SUBJECT: Update on Mono County LTC Projects

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

FISCAL IMPLICATIONS: n/a

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

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

DISCUSSION: Status of current projects is as follows:

State Transportation Improvement Program (STIP)

PROGRAMMED PROJECTS	DESIGN FEATURES	STATUS
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1.15M) is programmed for construction in FY 2018/19.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1.273M) is programmed for construction in FY 2020/21.

Other Grants

Systemic Safety Analysis Report (SSARP)	This project will inventory and assess Mono County’s roadside safety and guardrail systems, striping, pavement markings, retroreflective signage and identify opportunities to improve multi-modal safety. The long term goal is to use this information to strengthen future Highway Safety Improvement Program (HSIP) grant applications that would fund these types of safety improvements.	Public Works staff submitted a grant application in March and received notice that we were successful in May. This \$45,000 grant has been allocated. The project requires a 10% local match (\$5,000) which can be met with in-house labor contributions.
Stock Drive Realignment Project at Bryant Field, Bridgeport	The Stock Drive Realignment Project will realign approximately 575 linear feet of Stock Drive and Court Street adjacent to the southern property boundary of Bryant Field and reconstruct the Court Street/State Highway 182 intersection.	This project (\$506K) is funded by a Federal Aviation Administration (FAA) grant covering 90% of the cost and a California Department of Transportation - Division of Aeronautics matching grant covering approximately 4.5% of the remainder. This project is under construction and will be completed in 2016.

Potential Future Projects (in no particular order)

POTENTIAL PROJECTS	DESIGN FEATURES	POTENTIAL FUNDING OPPORTUNITIES
Reds Meadow Road	Reconstruct 8.3 miles of road and potentially widen the upper 2.5 miles to two lanes. Estimated from \$7M - \$29M TOML lead applicant with support from INF, Mono, and Madera.	Federal Lands Access Program (FLAP) – Applications for the next round due January 2017. w/ ESTA fare and stakeholder match?
Safety Improvements - Signage, striping, guardrail, rockfall, intersection, bike/ped, and calming	Locations to be determined by the SSARP report.	Highway Safety Improvement Program (HSIP). Data from the SSARP Report will be used to prepare Benefit/Cost Ratio analysis to identify competitive HSIP projects.
Eastside Lane Bridge Maintenance	Preserve existing bridge deck. Estimated at \$50,000	Local Funding as part of a Bridge Investment Credits (BIC) program. FHBP?
Cunningham Bridge Replacement/Rehabilitation	Replace or rehabilitate a functionally obsolete wood truss bridge. Estimated at \$1.5M	Federal Highway Bridge Program (FHBP) w/ 11.47% Bridge Investment Credits (BIC) and/or STIP match?
June Lake Down Canyon Trail Project	June Lake Down Canyon trail, could be segmented into: <ul style="list-style-type: none"> • Gull Lake to June Mountain through campground • Lower part of Yost Lake trail through Double Eagle Resort to campground 	OWP funding for Project Implementation Document (PID) ATP? Tourism/Recreation?
County-Wide Preventative Maintenance Program - 2020/21	Perform preventative maintenance on roadways based upon Pavement Management System. Stripe and upgrade signage. Estimated at \$1.15M.	STIP
Antelope Valley Streets Rehabilitation Project	Rehabilitate 17.4 miles of roads. Stripe and upgrade signage. Est. at \$17M	STIP
Mono City Streets Rehabilitation Project and Traffic Calming	Rehabilitate 2 miles of roads. Stripe and upgrade signage. Install traffic calming devices. Estimated at \$2M	STIP

POTENTIAL PROJECTS	DESIGN FEATURES	POTENTIAL FUNDING OPPORTUNITIES
Crowley Lake & Aspen Springs Streets Rehabilitation Project	Rehabilitate 3.14 miles of roads. Stripe and upgrade signage. Est. at \$3M	STIP
Safe Routes to School Project	<p>Bridgeport:</p> <ul style="list-style-type: none"> • Installation of sidewalks on US 395 to close existing gaps, permanent bulb-outs and rectangular rapid flashing beacons at School Street crosswalk, seasonal bulb-outs at Sinclair Street and mid-block crosswalk location (which includes a pedestrian refuge), pedestrian-scale lighting, and speed limit radar feedback signs. Estimated at \$434K. <p>Chalfant:</p> <ul style="list-style-type: none"> • Add pedestrian activated crossing light system at Highway 6 <p>Lee Vining:</p> <ul style="list-style-type: none"> • Add pedestrian crossing improvements on US 395. 	<p>Active Transportation Program (ATP)?</p> <p>Bridgeport – Application submitted June 15, 2016 for Cycle 3. If successful, funding would be programmed in FY 2019/2020 through FY 2021/2022.</p> <p>Chalfant and Lee Vining did not qualify as a Disadvantaged Communities in cycle 3.</p>
Virginia Lakes Road		FLAP w/ STIP match?
McGee Creek Road		FLAP w/ STIP match?
Twin Lakes Road	Widen and stripe Twin Lakes Road to include two bike 4-foot bicycle lanes. Estimated at over \$3M	<p>Federal Lands Access Program (FLAP) – w/ STIP match?</p> <p>Active Transportation Program (ATP)? Project is not likely to be competitive given the high cost and wetlands issues.</p>
Owens Gorge Road Bike Lane	Construct new class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road.	ATP? Tourism/Recreation?



NEWS RELEASE

Date: Friday, December 30, 2016
District 9: Inyo, Mono & Eastern Kern - www.dot.ca.gov/dist9
Contact: Florene Trainor, Public Information Officer
florene_trainor@dot.ca.gov
Phone: (760) 872-0603 office, (760) 937-1553 cell

FOR IMMEDIATE RELEASE

COMPLETION OF THE LEE VINING ROCKFALL SAFETY PROJECT

Bishop – The California Department of Transportation (Caltrans) recently completed construction of the \$5.8 million Lee Vining Rockfall Safety Project. The two year project began in 2015.

The project will improve safety for the traveling public by minimizing rocks falling from steep adjacent slopes onto US Hwy 395 in Mono County, north of Lee Vining near Mono Lake, from postmile 52.3 to 53.7. The project also includes a plant establishment program on the six slopes involved to reduce erosion, establish healthy soil, and promote successful revegetation.

Stage 1 construction was completed in 2015 which addressed slopes 1, 2, 5, and 6. Stage 2 construction encompassed slopes 3 and 4 with the installation of anchored wire mesh.

Whitin the same area also concluded is the \$2.2 million emergency construction project that was put in place on July 12, 2016 due to the Marina Fire which started on June 24th and burned 654 acres. The emergency project repaired guardrail and installed a temporary rockfall fence.

The contractor for both projects was Papich Construction Co. Inc. from Pismo Beach, CA. Construction.

Caltrans would like to extend our appreciation to motorists and residents for their patience and cooperation during the construction of the Lee Vining Rockfall Safety Project.

#

For the safety of workers and other motorists, please be Work Zone Alert and move over where possible for Emergency and Caltrans personnel.

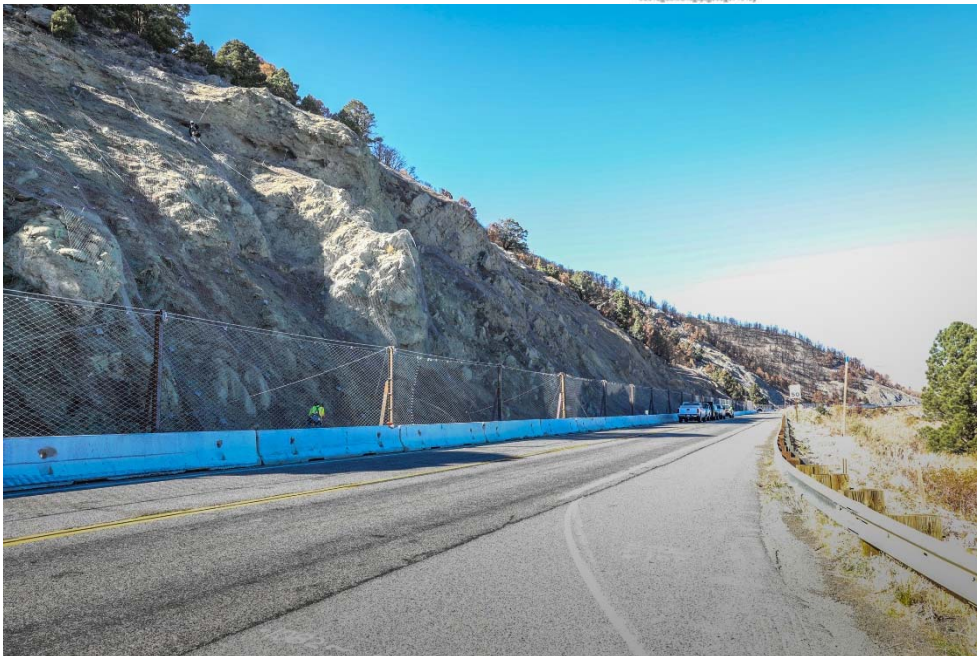
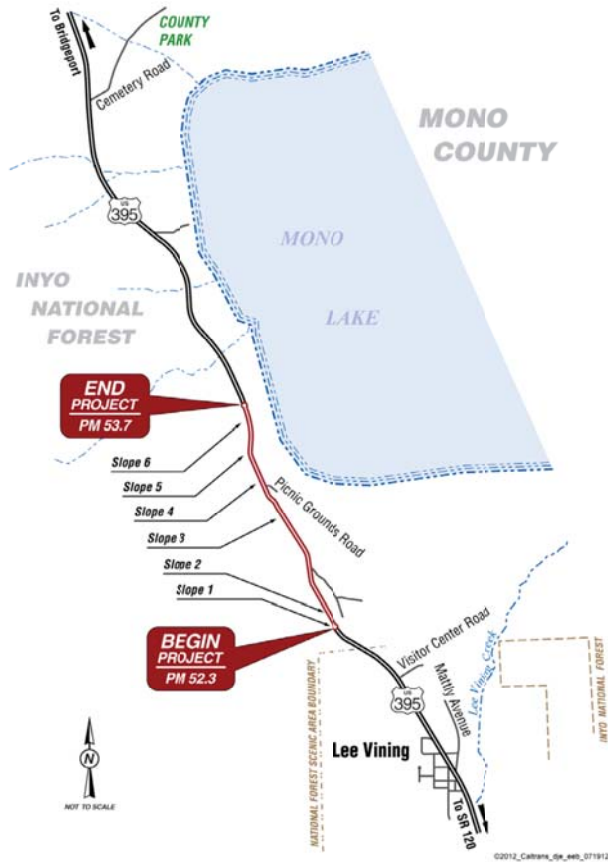
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<http://www.dot.ca.gov/d9/index.html>

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NEWS RELEASE



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**Mono County
Local Transportation Commission**

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December 30, 2016

TO: Glen A. Campora, Assistant Deputy Director
Department of Housing and Community Development
Division of Housing Policy Development
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833

RE: MONO COUNTY REGIONAL TRANSPORTATION UPDATE SCHEDULE

Dear Mr. Campora:

To confirm our recent conversation, and in response to your November 22, 2016, courtesy memorandum, the next update of the Mono County Regional Transportation Plan (RTP) will be this time next year, December 2017. Specifically, at its meeting December 12, the Mono County Local Transportation Commission (LTC) took action authorizing staff to notify State Housing and Community Development that the Mono County Regional Transportation Plan (RTP) is scheduled for update in December 2017.

Since the Mono County RTP was just comprehensively updated a year ago, it is anticipated that the 2017 update will be a minor revision. The update likely will focus on integrating new directions from the California Transportation Plan and Regional Transportation Plan Guidelines, updating emergency access routes, incorporating Town Mobility Plan policies, refining project lists for Regional Transportation Improvement Plan purposes, and updating supporting resource efficiency inventories and policies.

Please contact Gerry Le Francois, Principal Planner, at 760.924.1810 if you have any questions concerning this matter.

Sincerely,



Scott Burns
Executive Director

cc. Ryan Dermody, Caltrans Deputy District 9 Director
Gerry Le Francois, Principal Planner



**PROCLAMATION OF THE TOWN COUNCIL OF THE TOWN OF
MAMMOTH LAKES, STATE OF CALIFORNIA, DECLARING THE
EXISTENCE OF A LOCAL EMERGENCY**

WHEREAS, Section of the 2.48.050 of the Town of Mammoth Lakes Municipal Code appoints the Town Manager as the director of emergency services and provides the authority for the Town Manager to proclaim a local emergency if the Town Council is not in session; and

WHEREAS, Section of the 2.48.060 of the Town of Mammoth Lakes Municipal Code empowers the Town Manager to request the Town Council to proclaim the existence or threatened existence of a local emergency in accordance with Government Code section 8630; and

WHEREAS, whenever a local emergency is proclaimed by the Town Manager, the Town Council shall take action to ratify the proclamation within seven days thereafter or the proclamation shall have no further force or effect; and

WHEREAS, the Town Manager of the Town of Mammoth Lakes does hereby find: that conditions of extreme peril to the safety of persons and property have arisen within the Town, as a result of extreme winter snowstorms beginning January 7, 2017, and severe winter weather and snow accumulations on January 21, 2017; and

1. The storm events have resulted in damage to structures including Fire Stations belonging to the Mammoth Lakes Fire Protection District within the Town of Mammoth Lakes, requiring the need for specialized equipment to respond to medical and other emergencies, and contracting for additional services to access fire hydrants buried by snow;
2. Damages to private residences and propane systems have both threatened homes and left approximately 167 metered customers without propane;
3. The Town was required to find contractors outside of town to haul snow as storage areas were overwhelmed and resources from Mono and Inyo Counties were not available and local snow removal operators were also overwhelmed;
4. Town snow removal operators and equipment were also required to keep State Highway 203 open and operating safely as California Transportation crews and equipment were not available;

5. Due to snow depths and coverage the full potential of damages to public and private property is not fully known and additional storms are anticipated within a short time frame which may exacerbate current conditions;
6. These conditions resulted in operating conditions and demands beyond the control, services, personnel, equipment and facilities within the Town and from regional mutual aid to address the emergency and to assist in recovery efforts; and
7. The Town Council of The Town of Mammoth Lakes is not in session.

NOW, THEREFORE, IT IS HEREBY PROCLAIMED that a local emergency now exists throughout the Town; and

IT IS FURTHER PROCLAIMED AND ORDERED that a copy of this declaration be forwarded to the Governor of California with the request that he proclaim a state of emergency for the Town of Mammoth Lakes, and further that the Governor request a Presidential Declaration; and

IT IS FURTHER PROCLAIMED AND ORDERED that consideration for a U.S. Small Business Administration Disaster Declaration for Individual Assistance is requested. Additionally, funding through the California Disaster Assistance Act and any and all recovery assistance the State of California can provide is requested.

IT IS FURTHER PROCLAIMED AND ORDERED that during the existence of said local emergency the powers, functions and duties of the emergency services organization of the Town of Mammoth Lakes shall be those prescribed by law, by ordinances and resolutions of this Town, and by the Town of Mammoth Lakes Emergency Operations Plan.

BY: _____ DATE: January 30, 2017

Daniel C. Holler
TOWN MANAGER

RESOLUTION NO. 17-06**RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA,
RATIFYING THE PROCLAMATION DECLARING THE EXISTENCE
OF A LOCAL EMERGENCY**

WHEREAS, Section of the 2.48.050 of the Town of Mammoth Lakes Municipal Code appoints the Town Manager as the director of emergency services; and

WHEREAS, Section of the 2.48.060 of the Town of Mammoth Lakes Municipal Code empowers the Town Manager to request the Town Council to proclaim the existence or threatened existence of a local emergency;

WHEREAS, Section of the 2.48.060 of the Town of Mammoth Lakes Municipal Code empowers the Town Manager to proclaim the existence or threatened existence of a local emergency in accordance with Government Code section 8630 if the Town Council is not in session; and

WHEREAS, Whenever a local emergency is proclaimed by the Town Manager, the Town Council needs to ratify the proclamation within seven (7) days thereafter or the proclamation shall have no further force or effect; and

WHEREAS, on January 30, 2017 the Town Manager of the Town of Mammoth Lakes made findings: that conditions of extreme peril to the safety of persons and property have arisen within the Town, as a result of: the severe weather beginning January 7, 2017 and the heavy amount of snow accumulation received on January 21, 2017; and that the Town Council of The Town of Mammoth Lakes was not in session; and

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Mammoth Lakes; that a local emergency now exists throughout the Town; and

IT IS FURTHER RESOLVED AND RATIFIED that a copy of this declaration and the proclamation of a local emergency issued by the Town Manager is ratified and that a copy of this resolution be forwarded to the Governor of California with the request that he proclaim a state of emergency for the Town of Mammoth Lakes, and further that the Governor request a Presidential Declaration; and

IT IS FURTHER RESOLVED AND RATIFIED that consideration for a U.S. Small Business Administration Disaster Declaration for Individual Assistance is requested. Additionally, funding through the California

STATE OF CALIFORNIA)
COUNTY OF MONO) ss.
TOWN OF MAMMOTH LAKES)

I, JAMIE GRAY, Town Clerk of the Town of Mammoth Lakes, DO HEREBY CERTIFY under penalty of perjury that the foregoing is a true and correct copy of Resolution No. 17-06 adopted by the Town Council of the Town of Mammoth Lakes, California, at a meeting thereof held on the 1st day of February, 2017, by the following vote:

AYES: Councilmembers Fernie, Hoff, Sauser, Mayor Pro Tem Wentworth, and Mayor Richardson

NOES: None

ABSENT: None

ABSTAIN: None

DISQUALIFICATION: None

 for
JAMIE GRAY, Town Clerk

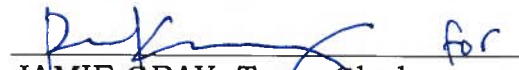
Disaster Assistance Act and any and all recovery assistance the State of California can provide is requested.

IT IS FURTHER RESOLVED AND RATIFIED that during the existence of said local emergency the powers, functions and duties of the emergency services organization of the Town of Mammoth Lakes shall be those prescribed by law, by ordinances and resolutions of this Town, and by the Town of Mammoth Lakes Emergency Operations Plan.

APPROVED AND ADOPTED THIS 1st day of February 2017.


SHIELDS RICHARDSON, Mayor

ATTEST:


JAMIE GRAY, Town Clerk