

# Mono County Local Transportation Commission

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## AGENDA

December 11, 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 October 23, 2017 (*no November meeting*) – **p. 1**
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
  - A. Yosemite pass opening policy
  - B. Winter Debrief verbal update
6. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
    1. Gray Line report
  - B. Yosemite Area Regional Transportation System (YARTS)
7. **ADMINISTRATION**
  - A. OWP Amendment 01 - budget adjustment (*Megan Mahaffey*) – **p. 6**
  - B. **PUBLIC HEARING: 10 am.** Regional Transportation Improvement Plan (RTIP) adoption (*Gerry Le Francois*) – **p. 9**
  - C. **PUBLIC HEARING: 10 am.** Regional Transportation Plan (RTP) update/amendment (*Gerry Le Francois*) – **p. 13**
8. **CALTRANS**
  - A. Senate Bill 1: Road Repair & Accountability Act of 2017
  - B. Activities in Mono County & pertinent statewide information
9. **QUARTERLY REPORTS**
  - A. Town of Mammoth Lakes
  - B. Mono County (*verbal update – Garrett Higerd*)
  - C. Caltrans – **p. 19**
10. **INFORMATIONAL**
  - A. Freight corridor letter
  - B. SB 1 grants awarded – **p. 24**
11. **UPCOMING AGENDA ITEMS**

*More on back...*

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### COMMISSIONERS

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

12. **ADJOURN** to January 8, 2018

**\*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 23, 2017

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

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

**COUNTY STAFF:** Scott Burns, Gerry Le Francois, Michael Draper, Garrett Higerd, CD Ritter

**TOWN STAFF:** Grady Dutton

**CALTRANS:** Brent Green, Austin West, Bryan Winzenread, Haissam Yahya

**ESTA:** Jill Batchelder

**GUEST:** Chris Lizza

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Peters 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

3. **MINUTES:** Approve minutes as amended:

1) June 12, 2017: Second line above morning break: Wentworth suggested Shady Rest **Park** meeting on **grooming** next winter; & item 6B: **Sydney Cindy** Kelly will take over at Oct. 23 [YARTS] board meeting. (*Stump/Wentworth. Ayes: 3. Abstain due to absence: Hogan. Absent: Johnston & Richardson.*)

2) Sept. 11, 2017: Item 5A, two-thirds down page: Dutton stated Town applied to **reprogram** \$2.6 million for roundabout to **Main Street**; & top line, packet page 3: Hogan thought **rack track** record on MOUs speaks for itself. (*Hogan/Wentworth. Ayes: 4. Absent: Johnston & Richardson.*)

4. **COMMISSIONER REPORTS:** **Stump:** Damaged shelter removed at Tom's Place. Recycle into greenhouse. Agenda item: Dream Mountain area request culvert clearing ASAP due to runoff that caused flooding. Alice Suzynski. **Hogan:** Road north looks good all way to NV line. **Wentworth:** Commended Town planners for grant application for General Plan update on climate change action plan. To Sacramento Thursday for two minutes public comment. **Peters:** Field trip to Summers Meadows area, new bridge, private landowners appreciative. USFS, all agreed with how emergency access is handled. BOS got pavement management plan, thanked Garrett Higerd and staff for good vision of what to expect in upcoming months and years, importance of SB 1. Weather monitoring in Mammoth Lakes to NWS (National Weather Service): Solution to gaps last season. Visitor center monitoring had big gaps in weather data. Nobody there to record it. **Wentworth:** NOAA (National Oceanic & Atmospheric Administration) working with Visitor Center staff, which wants to keep site.

### 5. ADMINISTRATION

A. **2018 RTIP (Regional Transportation Improvement Program) & MOU/Interregional Transportation Improvement Program (ITIP) funding:** Gerry Le Francois provided overview. All deprogramming in 2016, projects off table, money back into STIP shares. 2018 cycle has \$19 million to reprogram. FG (FG) segment 2, contribute Inyo's share, heavily taxed on Olancha/Cartago (O/C). Town may have money from District 9. Proposed \$3 million in Mono's pavement management system. Smaller funds to develop project study reports. Replacement vehicle for ESTA unlikely. New five-year cycle to 2023.

*Additional share for O/C? LTC is conservative about programming negative balance. Would come back to us. Many moving pieces in ITIP. Got lots of credit for FG segment 1 construction.*

### COMMISSIONERS

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Inyo contributing to ESTA? *No potential programming. Really no money, staff recognizes ESTA for service it provides. Money goes into reserve shares.*

Stump noted using that money jumps from \$1.78 million closer to \$2 million in black. Le Francois recalled past commissions typically had no desire to go into red. Removes flexibility if project cost increases. Would have to deprogram project.

Stump cited FG segment 1 money allocated. Inyo is asking Mono to contribute to FG segment 2. *\$260,000 to keep project creeping forward. O/C always there, \$6.4 million.*

Placeholder to protect Town's \$3 million? Le Francois noted staff supported prioritizing project study reports.

No replacement bus? *ESTA is always looking for grants.*

Backfill broken-down bus with remaining STIP shares? *Public transit component of STIP. Will ask that.*

Winzenread noted positive comments on CTC workshop, understood great partnerships make things happen. Inyo and Mono to FG segment 1 resonated, showed corridor as priority. New cycle: O/C was huge hit. Inyo savings went away. Next cycle Inyo \$31 million, going \$20 million in red. CTC staff working with them, letting it occur. Future burden on Inyo. Partnerships: Looking for avenues to fund projects. New fund solidified \$1.25 million for \$3 million need of Town. Free up money to help O/C. Support from CTC, next cycle \$56 million to O/C, \$67 million total. Pay FG money back to make whole what Inyo and Mono sent south. ITIP funding through governor's office coming in. Anything to help Inyo appreciated. Projects in other areas going out in this cycle, next STIP cycle looks even better.

Kern COG contribute to FG segment 2? Winzenread stated no capacity, so Inyo and Mono stepped up for 30% + 30%. As program FG segment 2, back to 40/40/10/10. Back to O/C, 10%.

\$20 million in red for Inyo adjusted next cycle? *Hope for good cycle, take Inyo more than one to make up deficit. CTC acknowledged Inyo has another project to program with FLAP grant, added \$1 million to that. Even 10% share balance would go into red.*

Peters stated SB 1 positively impacts road system. LTC agree to add contribution? Winzenread noted conversation starting.

Wentworth wanted to formalize information from individual staffs. Who keeps track of shares moving around? Winzenread cited CTC.

\$1.25 million savings to Town included? Winzenread cited \$3 million as Town's need. ATP funds through screening, project accepted. Doing financial contribution to transfer funds into Town's program.

Free up \$1.25 million for Inyo? Winzenread stated partnerships give opportunity to free up money for O/C. Jumped on that and got it.

Stump was willing to consider releasing extra shares, not go into red. Roads in Antelope Valley alone cost over \$11 million, other roads need work. Likes \$3 million contribution into preventive maintenance.

Wentworth requested staff put together specifics and options by Dec. 11 meeting.

Hogan would feel more comfortable if Town contributed \$2.5 million.

No local projects for Inyo? Winzenread stated Inyo's contribution to corridor means no needs addressed. Visitation to Eastern Sierra huge this summer.

Peters cited commitment to MOU and partnering with Inyo. What does it mean for local/regional Mono needs? Next chunk from ITIP?

Winzenread noted more contributions in future at 40% commitment. Big statement by CTC putting back this much money in one cycle. Both counties committed to MOUs. Want to consider Town and Mono needs.

Peters was not adamant against going into red if more comes in during next cycle.

Stump recalled Mono lucky to survive what was promised 2014, pulled 2016. Public polls say SB 1 not favored now, but hesitant for Mono. Inyo does not have climatic conditions of Mono, no state highways as main streets. Open to consider, but cautious based on history. More money promised in 2016 went away.

Winzenread noted STIP has good and bad years. SB 1 provides funding for projects, shared concerns. SB 1 corrected revenue stream. Le Francois will lay it all out at December meeting.

Higerd mentioned BOS report on pavement management system. Updated data collection for complete snapshot on as many roads as possible every two years to inform LTC on STIP cycles. SB 1 coming in, significant change provides enough funding to create different situation. Preparing five-year capital road improvement. \$19 million in projects, SB 1 about 50%. Other funding sources other 50%. Ask for recommendation on scope of funds. \$1 million toward maintenance project in 2014. \$3 million project in 2018 STIP. Lots of other projects peppered throughout Mono. Strategy: Maintain streets invested in, also hit those degraded with highest impact.

Town and County working together, discussing shared position with USFS issues? Higerd confirmed sharing notes with Town. Projects in five-year cycle similar. Pavement management system more cost-prohibitive to get cost data. Agreements with Inyo and Humboldt-Toiyabe, annual review of maintenance

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priorities not occur this year. Follow through, move to front burner. Sustained damage on dirt roads, especially on Humboldt/Toiyabe. FEMA funding to fix. Higerd mentioned 500 miles of roads to maintain Stump requested analysis of 500 miles of dirt roads on USFS land. Maybe do 300 miles.

Dutton mentioned Town shares information. Pavement management systems differ. CTC feedback. Not same atmosphere, spirit of cooperation in Dist 8 and 10. Credit to all here for 20-year commitment. Town not taken action, maybe Measure U funding. Submitted project list. New development staff to implement SB 1. Sustainable communities grant submitted last week, lots of hours spent.

B. **SB 1 status** (*verbal update by Town and County public works at December meeting*)

--- Break: 10:09-10:15 am ---

## 6. LOCAL TRANSPORTATION

A. **Winter debrief:** Le Francois developed questionnaire on what went right, what didn't, how to prepare for severe winter events. Outreach to FPDs (Fire Protection Districts): raise questions; understand evaluation; and plan for future. Potential funding source, as districts volunteer. Edison scheduled as well as paramedics, special districts. Talked with Mono public works, prior director available for input.

Email addressing staffing, vacancies? Stump suggested entity resource sharing, check legal restrictions on moving equipment around. Examine sharing resources, including people. If Town gets hit hard, maybe flood issues elsewhere. Understand everyone completely buried, but look at potential agreements that protect entities legally, but allow [cooperation]. National Guard was here, but took time. Avalanche took out main power supply to town. Mono mobilized equipment from Lee Vining/June Lake area. Public purpose was making sure town had power and still maintained redundant circuit.

Hogan wanted to include USFS equipment and crews. MMSA (Mammoth Mountain Ski Area) also, even though not public agency. Agency heads still meet? SCE, school district. Spread broad net.

Green noted Caltrans is looking at assisting. Stump wanted to avoid formal agreements needing approval of regional or state office.

Wentworth thought community housing lurked behind everything. How can Town and Mono work together? MMSA funding study. YNP (Yosemite National Park) housing issues as well.

Peters suggested winter debrief in interagency setting for formal contributions from different partners with housing as part of issue. Le Francois recalled nobody talked about housing.

Wentworth noted carbon issues. Climate change is top consideration. He noted Caltrans attended Town workshop last week on parking.

Questionnaire out now. Enough time? Peters cited leadership change at LADWP, avalanche forecasting. Critical to how approach next winter on lessons learned. Get entity representatives to participate, at least through questionnaire. Le Francois suggested CPT (Collaborative Planning Team).

Peters mentioned work on MOUs to meet critical needs for public safety when MMSA opens.

Green stated all Caltrans districts prepare winter operations plan. District 9 is talking about staffing. Better shape this year, ahead of last year – up seven, only one vacancy. Staff for 100% normal.

Equipment to match number of people? *Yes. Critically analyzed equipment last year, due back and beefed up by Dec. 15. Parking/snow management meeting last week. Snow removal strategy different from Town's. Not use snowblower for small amount of snow. Mix of equipment and strategy. Snowcats have specific purpose. Used three to four wk/yr, not four-season basis. Maybe Mono and Caltrans help NPS, as MMSA is helping Caltrans. Met with traffic management plan.*

Who decides on closures? *Work with CHP. Experienced team on traffic management, not maintenance crew. Every year meet with multi-agency group. Winter debrief: Agencies communicating. Boots on ground people have known each other decades, but all way to management level, the press. Mutual aid agreement to close gaps: Caltrans and Mono in position to help. Caltrans looks globally.*

Wentworth noted Town is working with Bend, OR, on communications. Authoritative sources putting out same information. Maybe Caltrans meeting Nov. 6 for consistent information?

Peters appreciated Caltrans' communication on intermittent pass closure and reopening. If hard closure, let public know. Who are critical communicators, how to channel. No Mono clearinghouse to get information out. Need to know where to look.

Wentworth saw components of good communication coming together. Get basic outline on how to do things, get on same page. Peters recalled contradictory information on Slinkard Fire this summer.

Green described Caltrans process: 10 days out, five days out, two days out, look out window. If significant event occurs on Mono passes, send press release. Dependent on elevation. Goes into statewide database within 10 minutes. Dispatchers at CHP in constant communication.

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B. **Walk/Bike/Ride:** John Wentworth:cited two grant apps in. talking to State about how to combine with climate change issues, working group at Town.

C. **Tioga Pass opening:** Stump questioned staff report referencing Chris Lizza as planning commissioner. Burns cited honest mistake when someone wears lots of hats.

Tioga Pass is trans-Sierra highway, not just route to Yosemite.

Hogan recalled a committee a few years ago. Conversations fine, but no documentation. She thought NPS views Tioga as its road.

Wentworth mentioned regional ecosystem meeting. Chip Jenkins shared priorities for NPS, including housing, transit and overcrowding.

Hogan wanted to focus specifically on winter opening. Keep pushing, as Eastern Sierra depends on it. NPS wants to be careful, cautious.

Wentworth wanted to add housing on East Side.

Chris Lizza, recreationist/business owner, found advance notice helpful. Lot of ideas last month. Agendize NPS issues. Lot of snow, dense, numerous avalanches. Park personnel opened top gate. Not open if snow at summit, red flag. Open to gate to facilitate recreation corridor as early as possible. Only one crew removed snow from roadway, parking areas, prepared guardrail, scaling crew on rockfall. Need snow removal plus maintenance. Maybe Caltrans does not have capacity, and MMSA could help. Talked to MMSA last week, willing/able, has some informal agreements with NPS that allow work. Send representative to upcoming meeting. Park unable to hire private contractor, as stated? Not so. Issue was accepting donated services from private contractors.

Wentworth saw key recreation, financial, economic incentives. Who owns this thing?

Hogan thought some years tough, other have best skiing around. Getting to gate is big deal.

--- Break: 11:05 am. Saw people in BP, contacted, no new LTC people there. ---

Green stated guardrail on Tioga is different. Part of SB 1 provides funding to hire District 9 crew designated only for guardrail. Resources to do it, not bring from elsewhere. Bridge rail on green bridge damaged, awaited crew to fix. Can't do everything simultaneously.

Peters thanked Caltrans for field trip at Tioga during limited hours/day until hill became unstable. Daily schedule instead of four days? Provide institutional knowledge to new crews. Channeling runoff, building berms. Visit SR 108 as well. Maybe MOU with Mono or MMSA. Look at all opportunities. Green indicated Caltrans will continue to look at MMSA. Long-time managers and supervisors have institutional knowledge.

Peters saw worker safety first/foremost. Never "at all costs" proposal.

Lizza cited Tioga as issue at Mono Basin RPAC. Request snowcat from another district, lease equipment and operators. Pisten-Bully is designed to remove snow. Bring in MMSA operators.

Green mentioned few snowcats around state. Valid point of having snowcat when it's best tool. Peters suggested inviting MMSA's Clifford Mann to table.

## 7. TRANSIT

### A. Eastern Sierra Transit Authority (ESTA)

1. **July to September operating statistics:** Jill Batchelder touted abundance of trips for county population. Passenger trips/hour down. Farebox ratio except rural routes very strong, exceeded State's 10%. Ridership down in summer, late opening of Reds Meadow July 24.

Hogan asked why trolley and Purple Line were down, when fare is free. *Visitation down early summer, hikers to Pacific Northwest, back late August.*

Why Reno and Lancaster down? *Backcountry hikers on PCT.*

Fares? *Reds Meadow. Contract with USFS. Not operating, no expenses associated.*

Stump cited ongoing town discussion on Gray Line. *ESTA actively discussing adequate, safe turnaround site. ESTA would like to provide that transit.*

Who's taking lead on turnaround? *Helm working with Holler and Town public works.*

Hogan recalled problem was solved earlier. Why larger bus? *Trolley route modified to cover areas of Gray Line except one segment.* Why not old vehicle, old schedule? *Budgeting issues.* Hogan noted it was voted on years ago. Contract issue. TOT supposed to help. Peters suggested revisiting issue.

Stump asked location of bus shelter at McDonalds. *New stop in Vons parking lot, but no shelter.*

Ritter, who rides public transit, indicated bus shelter at McDonald's was removed long ago, whereabouts unknown.

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**B. Yosemite Area Regional Transportation System (YARTS):** Michael Draper reported record reservations at YARTS, 3,000 for SR 120. Gained \$149,988 revenue. Reservations account for 50% of seats, walk-on still possible. Second bus from Mammoth Lakes to Valley supported by Merced River Plan and NPS. Departures at 6:30 and 8 am. STA-eligible transit operator. Receive 5311 funding. Shifting allocation of funds. Tioga closed for overnight parking, campgrounds closed. YARTS founder Dick Whittington is retiring Nov. 1, huge encyclopedia of info, party this Friday. Cindy Kelly will take over full time.

**8. CALTRANS**

**A. California's Critical Urban/Rural Freight Corridor Designation Process:** Austin West looked at designation as extension of national freight network, temporary design to turn on/off as needed. Nominate specific sections/corridors for projects. Apply for grants to accomplish freight goals. Sent to Stump. Wanted letter of support designating post miles for projects so Caltrans could follow through. Project should be shovel ready. Inyo has designated O/C as critical freight corridor. MOU, reflects well. LTC requested to consider letter of support for O/C.

Stump stated Inyo LTC already wrote two letters: O/C and US 395/6. Tesla plant is reason alone for this. Green cited freight as huge component, so beef up argument to get money.

**MOTION:** Staff to draft letter, authorize chair to sign or SB supporting designation of freight corridor (Stump/Hogan. Ayes: 4. Absent: Richardson & Johnston.)

**B. Activities in Mono County & pertinent statewide information:** Brent Green commended town hall with CTC Sept. 13, gave Hogan shout-out on history. Update on Mono meeting. SB 1 plays into STIP – brings excise tax back to historic level, indexes to inflation. O/C: Inyo and Mono can help fill gap of money going elsewhere.

Peters thanked Caltrans staff for ongoing communication throughout the year.

**9. INFORMATIONAL,**

**A. California Transportation Commission letter:** Nice to get recognition of great event. Hogan thought presentations came together well.

Stump cited Susan Bransen's willingness to look at specific issues. Has info from NDOT (Nevada Department of Transportation) on 50/80 south. CTC came to be engaged, impressive. Le Francois deserved mention in letter.

Le Francois commended Town staff, MMSA, and Richardson for refreshments..

**10. UPCOMING AGENDA ITEMS:** 1) Letter on freight corridor; 2) quarterly reports; 3) RTP amendment; 4) Yosemite feedback from Supervisor Bob Gardner; and 5) Gray Line report. Cancellation notice for Nov. 13.

**11. ADJOURN** at 11:51 am to December 11 meeting

*Prepared by CD Ritter, LTC secretary*

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## Staff Report

December 11, 2017

**TO:** Mono County Local Transportation Commission

**FROM:** Megan Mahaffey, Fiscal Analyst

**SUBJECT:** Amendment 01 to Mono County Overall Work Plan to allocate rollover Rural Planning Assistance and Planning, Programming and Monitoring funds not used in 2016-17

### RECOMMENDATION

Adopt Amendment 01 to the Mono County Overall Work Program 2017-18 to incorporate an additional \$77,087 into the Planning, Programming and Monitoring (PPM) work element budgets and an additional \$43,722 into the Rural Planning Assistance (RPA) work element budgets. Authorize LTC executive director to sign adjusted Overall Work Program Agreement (OWPA) via minute order M17-04.

### FISCAL IMPLICATIONS

This amendment will program the PPM and RPA funding not used in 2017-18 fiscal year and increase budgets of work elements in the adopted Mono County 2017-18 OWP.

### ENVIRONMENTAL COMPLIANCE

N/A

### DISCUSSION

The current OWP was adopted by the Local Transportation Commission on June 12, 2017. Due to the timeline for development, adoption and approval of the OWP with Caltrans, the 2017-18 OWP was drafted and adopted before knowing total expenditures for the 2016-17 OWP work elements. At this time Planning, Programming and Monitoring funds in the amount of \$77,087 and Rural Planning Assistance Funds in the amount of \$43,722 are available for allocation in the 2017-18 OWP. Amendment 01 to the 2017-18 OWP will program the additional funds in work elements that require more funding to move the project forward. Amendment 01 will allocate all available PPM and RPA funding to work elements to the 2017-18 Overall Work Program.

### ATTACHMENTS

- FY 2017-18 OWP Budget Adjustment
- M17-04 for Budget Adjustment 01 and signing of OWPA to incorporate RPA rollover from 2016-17.



FY 2017/18 OWP Preliminary Budget \$ 230,000.00 \$ 57,500.00 \$ 172,500.00 **\$ 273,722.00 Total RPA Adjusted Budget**  
 Budget Adjustment \$ 43,722.00  
**RPA Current Budget \$ 273,722.00 \$ 81,222.00 \$ 192,500.00**

	RPA			Quarter 1 Billing			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
<b>Total</b>	<b>\$ 230,000.00</b>	<b>\$ 57,500.00</b>	<b>\$ 172,500.00</b>	<b>\$ 73,585.66</b>	<b>\$ 588.05</b>	<b>\$ 72,997.61</b>	<b>\$ 23,722.00</b>	<b>\$ 20,000.00</b>	<b>\$ 81,222.00</b>	<b>\$ 192,500.00</b>	<b>\$ 80,633.95</b>	<b>\$ 119,502.39</b>
100-13-0 OWP Administration and Management	\$ 30,000.00	\$ 10,000.00	\$ 20,000.00	\$ 9,890.08	\$ 588.05	\$ 9,302.03			\$ 10,000.00	\$ 20,000.00	\$ 9,411.95	\$ 10,697.97
1000-12-0 Transportation Training & Development	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 1,136.00		\$ 1,136.00			\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 8,864.00
200-12-0 Regional Transportation Plan	\$ 24,000.00	\$ 14,000.00	\$ 10,000.00	\$ 2,577.52		\$ 2,577.52			\$ 14,000.00	\$ 10,000.00	\$ 14,000.00	\$ 7,422.48
201-12-1 Regional Trails	\$ 20,000.00	\$ 15,000.00	\$ 5,000.00	\$ 5,000.00		\$ 5,000.00	\$ 23,722.00	\$ 20,000.00	\$ 38,722.00	\$ 25,000.00	\$ 38,722.00	\$ 20,000.00
202-16-1 Regional Transportation Plan Implementation	\$ 15,000.00		\$ 15,000.00	\$ 11,976.43	\$ -	\$ 11,976.43			\$ -	\$ 15,000.00	\$ -	\$ 3,023.57
300-12-0 Regional Transit Planning and Coordination	\$ 2,500.00		\$ 2,500.00	\$ -	\$ -				\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
501-15-0 Airport Planning	\$ 6,500.00	\$ 2,500.00	\$ 4,000.00	\$ -					\$ 2,500.00	\$ 4,000.00	\$ 2,500.00	\$ 4,000.00
600-12-0 Regional Transportation Funding	\$ 10,000.00		\$ 10,000.00	\$ 919.18	\$ -	\$ 919.18			\$ -	\$ 10,000.00	\$ -	\$ 9,080.82
601-11-0 395 Corridor Management Plan	\$ 15,000.00		\$ 15,000.00	\$ -	\$ -				\$ -	\$ 15,000.00	\$ -	\$ 15,000.00
614-15-0 Alternative Fueling Station Corridor Policy	\$ 5,000.00		\$ 5,000.00	\$ -	\$ -				\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
615-15-0 Active Transportation Program (ATP)	\$ 4,500.00		\$ 4,500.00	\$ -	\$ -				\$ -	\$ 4,500.00	\$ -	\$ 4,500.00
616-15-0 a Community Emergency Access Route Assessment	\$ 4,500.00		\$ 4,500.00	\$ 18.63	\$ -	\$ 18.63			\$ -	\$ 4,500.00	\$ -	\$ 4,481.37
616-15-0 b Regional Winter Response/ Future Needs Assessment	\$ 2,000.00	\$ 1,000.00	\$ 1,000.00	\$ -	\$ -				\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
617-15-0 Community Way-Finding Design Standards	\$ 6,000.00	\$ 5,000.00	\$ 1,000.00	\$ -					\$ 5,000.00	\$ 1,000.00	\$ 5,000.00	\$ 1,000.00
800-12-1 Interregional Transportation Planning	\$ 4,000.00		\$ 4,000.00	\$ 392.71	\$ -	\$ 392.71			\$ -	\$ 4,000.00	\$ -	\$ 3,607.29
804-15-1 Community Traffic Calming & Complete Streets	\$ 1,000.00		\$ 1,000.00	\$ -	\$ -				\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
900-12-0 Planning, Monitoring & Traffic Issues	\$ 5,000.00		\$ 5,000.00	\$ 2,002.67	\$ -	\$ 2,002.67			\$ -	\$ 5,000.00	\$ -	\$ 2,997.33
903-12-1 Regional Pavement & Asset Management System	\$ 55,000.00		\$ 55,000.00	\$ 39,672.44	\$ -	\$ 39,672.44			\$ -	\$ 55,000.00	\$ -	\$ 15,327.56

Max Admin = 25% \$ 57,500.00  
 Admin \$ 40,000.00

FY 2017/18 OWP Preliminary Budget \$ 135,000.00 \$ 67,500.00 \$ 67,500.00 **\$ 212,087.00 Total PPM Adjusted Budget**  
 Budget Adjustment \$ 77,087.00  
**PPM Current Budget \$ 212,087.00 \$ 43,000.00 \$ 169,087.00**

	PPM Budget			Quarter 1 Billing			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
<b>Total</b>	<b>\$ 135,000.00</b>	<b>\$ 67,500.00</b>	<b>\$ 67,500.00</b>	<b>\$ 10,899.88</b>	<b>\$ 5,648.72</b>	<b>\$ 5,251.16</b>	<b>\$ (24,500.00)</b>	<b>\$ 101,587.00</b>	<b>\$ 43,000.00</b>	<b>\$ 169,087.00</b>	<b>\$ 38,000.00</b>	<b>\$ 160,835.84</b>
201-12-1 Regional Trails	\$ 8,000.00	\$ 5,000.00	\$ 3,000.00	\$ 73.65	\$ 73.65	\$ -			\$ 5,000.00	\$ 3,000.00	\$ 4,926.35	\$ 3,000.00
501-15-0 Airport Planning	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ -	\$ -	\$ -			\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00		\$ 5,000.00	\$ -	\$ -	\$ -			\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
700-12-0 Regional Project Study Reports	\$ 35,000.00	\$ 10,000.00	\$ 25,000.00	\$ 137.12	\$ -	\$ 137.12	\$ 45,000.00		\$ 10,000.00	\$ 70,000.00	\$ 10,000.00	\$ 69,862.88
701-12-1 Regional Transportation Improvement	\$ 3,000.00		\$ 3,000.00	\$ 407.38	\$ -	\$ 407.38			\$ -	\$ 3,000.00	\$ -	\$ 2,592.62
800-12-1 Interregional Transportation Planning	\$ 2,000.00		\$ 2,000.00	\$ -	\$ -	\$ -			\$ -	\$ 2,000.00	\$ -	\$ 2,000.00
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00		\$ -	\$ -	\$ -			\$ 500.00	\$ -	\$ 500.00	\$ -
900-12-0 Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 15,000.00	\$ 10,000.00	\$ 5,000.00	\$ 491.01	\$ 491.01	\$ -			\$ 10,000.00	\$ 5,000.00	\$ 9,508.99	\$ 5,000.00
902-12-2 Regional Transportation Data Collection	\$ 7,500.00	\$ 5,000.00	\$ 2,500.00	\$ 3,584.06	\$ 3,584.06	\$ -	\$ 5,000.00		\$ 10,000.00	\$ 2,500.00	\$ 6,415.94	\$ 2,500.00
903-12-1 Regional Pavement & Asset Management System	\$ 50,000.00	\$ 32,500.00	\$ 17,500.00	\$ 6,206.66	\$ 1,500.00	\$ 4,706.66	\$ (29,500.00)	\$ 56,587.00	\$ 3,000.00	\$ 74,087.00	\$ 1,500.00	\$ 69,380.34
908-14-1 Regional Maintenance MOU	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ -	\$ -	\$ -			\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00

# Mono County Local Transportation Commission

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## MINUTE ORDER M17-04

### Adopt Amendment 01 to the 2017-18 Overall Work Program

At the Mono County LTC meeting of December 11, 2017, it was moved by Commissioner \_\_\_\_\_ and seconded by Commissioner \_\_\_\_\_ to adopt Amendment 01 to the 2017-18 Overall Work Program (OWP) and authorize the executive director to sign Overall Work Program Agreement (OWPA).

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

\_\_\_\_\_  
CD Ritter, LTC Secretary

cc: Caltrans

# Mono County Local Transportation Commission

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## LTC Staff Report

December 11, 2017

**TO:** MONO COUNTY LOCAL TRANSPORTATION COMMISSION

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

**SUBJECT:** Adopt 2018 Regional Transportation Improvement Program (RTIP)

### RECOMMENDATIONS

- 1) Discuss and approve resolution R17-13 adopting the 2018 RTIP and submit to California Transportation Commission, and
- 2) Authorize staff to sign documents related to the submittal of the RTIP and make any technical changes to the RTIP

### FISCAL IMPLICATIONS

The RTIP funds local and regional transportation projects in Mono County and the Eastern Sierra.

### ENVIRONMENTAL COMPLIANCE

All RTIP projects require environmental compliance as a condition of project planning.

### RTP / RTIP CONSISTENCY

All RTIP projects are required to be consistent with the Regional Transportation Plan.

### DISCUSSION

The RTIP funding cycle occurs every two years and is a new five-year time period for transportation projects in Mono County and the Eastern Sierra region through fiscal year 2022-23. The RTIP specifies project cost amounts by various components and includes the fiscal year in which funds are available for a project.

This RTIP has been developed with the Interregional Transportation Improvement Program (ITIP), District 9, Inyo County and Town/County staff to continue moving local projects forward and the region's MOU projects.

Mono's RTIP then becomes part of the Statewide Transportation Improvement Program (STIP) once the California Transportation Commission (CTC) adopts agency RTIPs in March 2018.

### 2018 RTIP PROJECT PRIORITIES

Staff used input from the Commission and District 9 in developing the 2018 RTIP:

- 1) Continue to move forward with our MOU commitments on 395/14. We are funding Olanchoa/Cartago through construction. Freeman Gulch segment 2 is being funded through design.
- 2) Provide funds for local County and future Town of Mammoth Lakes projects before the next funding period (2020 RTIP); and
- 3) Do not program negative share balances.

An option for your Commission's consideration would be to loan Inyo County LTC reserve shares after the needs of item 2) are met. Shares would be returned to Mono County in a future funding period.

**TIMELINE for 2018 RTIP/STIP**

CTC adopts Fund Estimate	August 16-17, 2017
Caltrans District 9 identifies state highway needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
LTC submits adopted RTIP	December 15, 2017
Caltrans submits final Interregional Program (ITIP)	December 15, 2017
CTC South State hearing	January 25, 2018
CTC publishes staff recommendations	February 28, 2018
CTC adopts STIP	March 21-22, 2018

**ATTACHMENTS**

- 2018 RTIP draft
- Resolution R17-13

Draft / MONO 2018 RTIP				(\$1,000's)												
				FY Totals						Component Totals						
Agency	Rte	PPNO	Project	2018 Total	Prior	18-19	19-20	20-21	21-22	22-23	ROW	Const	PA & ED	PS & E	R/W sup	Con sup
	Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (w/Inyo), segment 1		8,982										
reprogram	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (+ Inyo ), segment 2	620		620							620		
	Caltrans	14	8042C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3 (hold 2020 RTIP)												
	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)		500	500					500				
reprogram & increase	Caltrans	395	170	Olancha-Cartago 4-lane expressway - total needed 10.94m	11,625	2,168			9,295		2480	8310	937	731	350	985
	Caltrans	395	8539	Kern, Inyokern 4-lane (10%)		310							310			
	Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3		575						575				
	Mammoth Lakes	203	2642	Lower Main Street Sidewalk Project (16s-17)		2,610						2610				
increase	Mono County	loc	2603	Airport Road Rehabilitation Project	293	1,273	31	135	1,400		25	1,400	31	110	0	0
	Mono County	loc	2605	County-wide Preventative Maintenance Program												
				a) Eastside Lane Overlay/In-Place Recycle - Phase 1		150	1,150				0	1,150	50	100	0	0
new				b) Long Valley Streets Rehabilitation	2,500			2,500				2,500	0	0		
new	Mono LTC	loc	2003	Planning, programming, and monitoring	270	135	135	135	135			405	0	0	0	0
				subtotal	15,308	16,703										
				STIP target share for 2018 - table 4	19562											
				Programming for 2018 cycle	15308											
				additional \$ for new programming	4254											
				<b>New RTIP programming requests in green</b>												
				Freeman Gulch segment 2	620											
				Olancha / Cartago	11625											
				Airport Rd increase	293											
				Long Valley Streets	2500											
				PPM	270											
				subtotal	15308											
				Total share target in 2018	19562											
				amount programmed in 2018	15308											
				under/over programmed	4254											
				Future RTIP amendment TOML	3000											
				Loan amount to Inyo County LTC for PPNO 170 if approved by Commission	1254											

# Mono County Local Transportation Commission

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## RESOLUTION R17-013

### A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

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

**WHEREAS**, additional projects and/or project changes are programmed in the 2018 RTIP with input from Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

**WHEREAS**, the projects identified in the 2018 Regional Transportation Improvement Program are consistent with the 2018 STIP guidelines established by the California Transportation Commission and the 2017 Regional Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby adopts the 2018 Regional Transportation Improvement Program.

**PASSED AND ADOPTED** this 11th day of December 2017, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

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John Peters, Chair  
Mono County Local Transportation Commission

Approved as to form:

---

Stacey Simon, County Counsel

ATTEST:

---

CD Ritter, Secretary

# Mono County Local Transportation Commission

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## Staff Report

December 11, 2017

**TO:** Mono County Local Transportation Commission

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

**SUBJECT:** Amendment to 2105 Regional Transportation Plan (RTP)

### RECOMMENDATIONS

Discuss and provide any desired changes to staff and adopt resolution R17-14 amending Appendix D of the RTP to incorporate:

- County's five-year Capital Improvement Program (CIP); and
- 2018 Regional Transportation Improvement Program (RTIP).

### FISCAL IMPLICATIONS

The RTP is the primary planning document on transportation issues and priorities for the LTC, and provides the policy framework for funding regional transportation priorities and projects. Projects included in the five-year CIP and 2018 RTIP help implement the goals and policies of the RTP.

### ENVIRONMENTAL COMPLIANCE

An addendum to the Environmental Impact Report for the existing RTP has been prepared in compliance with the California Environmental Quality Act (CEQA). An addendum is permitted for changes or additions in accordance with Section 15164 of CEQA Guidelines, and none of the conditions described in CEQA Guidelines 15162 have been identified to require the preparation of a subsequent EIR.

### RTP/RTIP CONSISTENCY

The amendment to Appendix D is needed to ensure the RTP, five-year CIP, and 2018 RTIP are consistent.

### DISCUSSION

The Regional Transportation Plan (RTP) is required to coordinate and balance regional transportation systems under Government Code 65080.

This amendment incorporates the County's five-year Road Capital Improvement Program and 2018 RTIP into Appendix D of the RTP in order to prioritize funding of regional and local road improvement projects to implement the goals and policies of the RTP.

In addition, this amendment changes the RTP adoption cycle from five years to four years. This action allowed both Mammoth Lakes and Mono County to convert from a five-year Housing Element adoption cycle to an eight-year adoption cycle, saving significant time, cost and staff effort. The ultimate intent is to align the RTP and Housing Element updates so every eight years the RTP and Housing Element are updated concurrently.

As the attached Memorandum from HCD indicates, HCD is recommending a December 2017 RTP update adoption date, which would establish June 30, 2019, as the next Housing Element adoption date, rather than the current schedule of June 2017. The Town and County planning staffs are supportive of this amended Housing Element update time frame.

**ATTACHMENTS**

- Resolution R17-14
- HCD memorandum



## Mono County Local Transportation Commission

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### RESOLUTION R17-14

#### A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION AMENDING THE 2015 THE REGIONAL TRANSPORTATION PLAN (RTP)

**WHEREAS**, the Mono County Local Transportation Commission (LTC), which is the Regional Transportation Planning Agency in and for Mono County, is required to prepare and adopt a Regional Transportation Plan (RTP) directed at achieving a coordinated and balanced regional transportation system as required by Government Code 65080, and the Mono County LTC has adopted such an RTP; and

**WHEREAS**, this amendment incorporates the County's five-year Road Capital Improvement Program into Appendix D of the RTP, includes a list and funding of local road improvement projects, and helps implement the goals and policies of the RTP; and

**WHEREAS**, this amendment incorporates the 2018 Regional Transportation Improvement Program (RTIP) into Appendix D of the RTP, includes a list and funding of regional and local road improvement projects, and helps implement the goals and policies of the RTP; and

**WHEREAS**, on December 11, 2017, the Mono County LTC conducted a noticed public hearing to consider the 2017 amendments to the RTP, as well as the Addendum to the 2015 FEIR concerning that update prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines; and

**WHEREAS**, based on the testimony received at that public hearing as well as its own consideration of the update and the EIR Addendum, the Mono County LTC adopts that the 2017 amendment to the RTP and EIR Addendum which appropriately analyzes the environmental effects of the update and was otherwise prepared in compliance with CEQA.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission adopts the 2017 update to the Regional Transportation Plan and the EIR Addendum prepared thereon.

Passed and adopted this 11th day of December 2017.

Ayes:  
Noes:  
Abstains:  
Absent:

\_\_\_\_\_  
John Peters, Chair  
Mono County Local Transportation Commission

Approved as to form:

ATTEST:

\_\_\_\_\_  
Stacey Simon, County Counsel

\_\_\_\_\_  
CD Ritter, Secretary

## Attachment 1 5-Year Road Capital Improvement Program (CIP)

Recommended Projects	5-year Investment	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
1 Systemic Safety Analysis Report (SSARP)	\$ 50	\$ 50				
2 Upper Summers Meadow Road Bridge (75% CDAA)	\$ 350	\$ 350				
3 Crowley Lake Drive Emergency Repairs (Disaster Funds)	\$ 86	\$ 86				
4 Bridgeport Main Street Revitalization (ATP)	\$ 434	\$ 23	\$ 43	\$ 368		
5 County-wide Fog Seal and Stripe (SB1)	\$ 670	\$ 670				
6 Highway Bridge Program Inventory Update (SB1)	\$ 20	\$ 20				
7 Rimrock ZOB Preventative Maintenance (ZOB)	\$ 30	\$ 30				
8 Bryant Field & Lee Vining Airport Runway Fog Seal & Stripe (AEF)	\$ 30	\$ 30				
9 Airport Road Rehabilitation (STIP)	\$ 1,273		\$ 31	\$ 52	\$ 1,190	
10 Eastside Lane Overlay/In-Place Recycle - Phase 1 (2014 STIP)	\$ 1,150	\$ 150	\$ 1,000			
11 Long Valley Streets Rehabilitation (2018 STIP)	\$ 3,000				\$ 3,000	
12 County-wide Fog Seal and Stripe - Phase 2 (SB1)	\$ 330		\$ 330			
13 Mono City Slurry Seal & Dig-outs (SB1)	\$ 100		\$ 100			
14 Benton Crossing Road Slurry Seal - Phase 1 (SB1)	\$ 640		\$ 640			
15 South Landing Road Overlay (SB1)	\$ 440		\$ 440			
16 Hackney Drive/Shop Road Rehabilitation (SB1)	\$ 250		\$ 250			
17 Highway Safety Improvement Program Project (HSIP)	\$ 550		\$ 50	\$ 500		
18 Twin Lakes Road Slurry Seal (SB1)	\$ 1,000			\$ 1,000		
19 Virginia Lakes Road Slurry Seal (SB1)	\$ 1,000			\$ 1,000		
20 Benton Crossing Road Slurry Seal - Phase 2 (SB1)	\$ 520			\$ 520		
21 Eastside Lane Overlay/In-Place Recycle - Phase 2 (SB1)	\$ 2,810				\$ 2,810	
22 Cunningham Lane Bridge Replacement (HBP)	\$ 1,750				\$ 250	\$ 1,500
23 Benton Crossing Road Overlay/In-Place Recycle (SB1)	\$ 2,960					\$ 2,960
	<b>\$ 19,443</b>	<b>\$ 1,409</b>	<b>\$ 2,884</b>	<b>\$ 3,440</b>	<b>\$ 7,250</b>	<b>\$ 4,460</b>

Amounts are in \$1,000s

Remaining Balance                                    \$                -    \$                -    \$                -    \$                -    \$                -

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833  
(916) 263-2911 / FAX (916) 263-7453  
www.hcd.ca.gov

**MEMORANDUM**

**Date:** November 22, 2016  
**TO:** Transportation Planning Agency Director and Local Government Planning Director

**FROM:**   
Glen A. Campora, Assistant Deputy Director

**SUBJECT:** Notification to HCD of Estimated Date to Adopt Regional Transportation Plan

This memorandum is a courtesy reminder of a statutory requirement applicable to County Regional Transportation Planning Agencies (RTPAs) that in 2014 made an election to change their Regional Transportation Plan (RTP) update schedule from five years to four years. Government Code (GC) 65080(b)(2)(M) permits RTPA Board of Directions to make an election to change their RTP update schedule in order for local governments to change their housing element update schedule from five years to eight years.

Government Code 65588(e)(5) (attached) requires transportation planning agencies "notify the department and the Department of Transportation in writing of the estimated adoption date for its next RTP update at least 12 months prior to the estimated adoption date." HCD is required to use the RTPA's advance notification of estimated RTP adoption date to (1) establish the start/end dates for the next local government housing element update and (2) determine the regional housing need allocation (RHNA) to be distributed to all local governments to address in their next housing element update.

The Department recommends RTPAs notify HCD in writing before December 31, 2016 of the estimated date (month/day/year) to next update the RTP and either adopt an RTP amendment (major revision) or administrative modification (minor revision). A December 2017 adoption date is preferred because local governments are required to update their housing elements 18 months from the actual RTP adoption date. A December 2017 adoption date would establish a June 2019 due date for local governments to update the current housing element that will expire June 30, 2019.

Please be aware, the local government's housing element planning period is associated with the RHNA (new housing unit allocation) time period. The purpose is to ensure the element accommodates all the RHNA determined through the end date of the planning period without any "gap" (period of time without a requisite RHNA). A gap can occur when the adoption of the RTP is delayed (which delays the element start and end date) past the RTPA's estimated date HCD used to determine RHNA and the element time period. Housing law does not enable HCD to change a RHNA determination.

Please contact the Department, if you have questions or desire assistance in coordinating housing and transportation plan updates. Staff can be reached at 916.263-2911.

## Attachment

### Government Code

65588(e)(5)

The metropolitan planning organization or a regional transportation planning agency for a region that has an eight-year revision interval pursuant to paragraph (3) shall notify the department and the Department of Transportation in writing of the estimated adoption date for its next regional transportation plan update at least 12 months prior to the estimated adoption date. The Department of Transportation shall maintain and publish on its Internet Web site a current schedule of the estimated regional transportation plan adoption dates. The department shall maintain and publish on its Internet Web site a current schedule of the estimated and actual housing element due dates. Each council of governments shall publish on its Internet Web site the estimated and actual housing element due dates, as published by the department, for the jurisdictions within its region and shall send notice of these dates to interested parties. For purposes of determining the existing and projected need for housing within a region pursuant to Sections 65584 to 65584.08, inclusive, the date of the next scheduled revision of the housing element shall be deemed to be the estimated adoption date of the regional transportation plan update described in the notice provided to the Department of Transportation plus 18 months.

# Caltrans

DISTRICT 9



Quarterly Report

## MONO COUNTY PROJECTS

December 2017


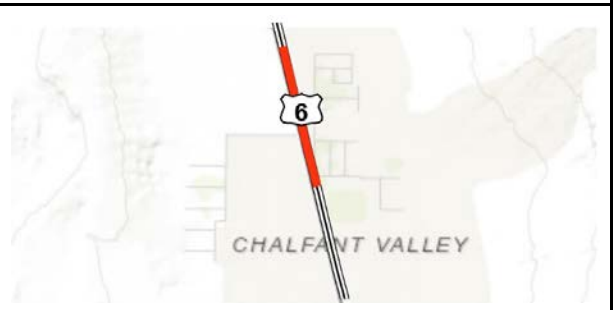
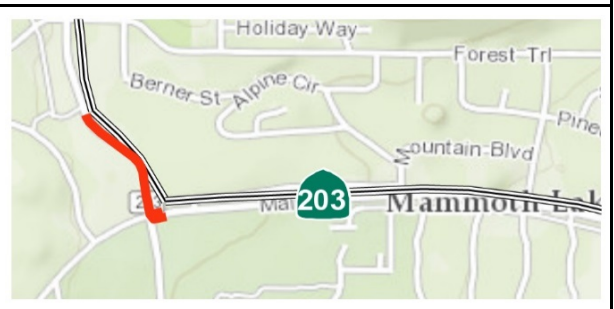

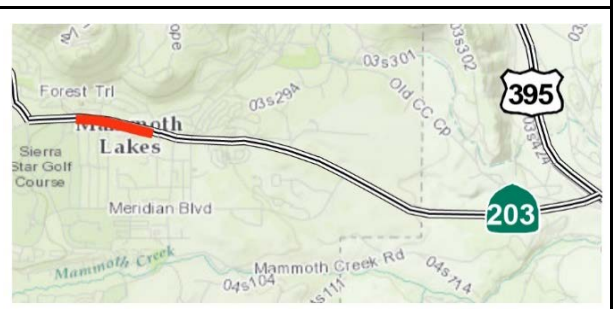
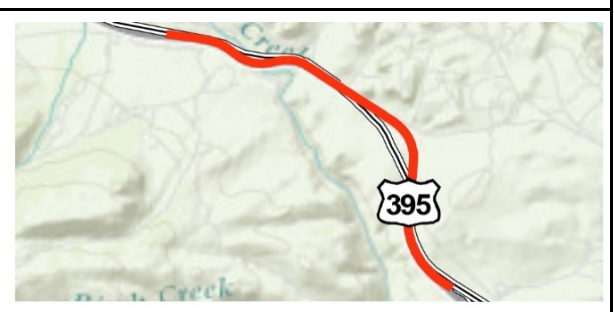
### Project Phase Acronyms:

ENV – Environmental



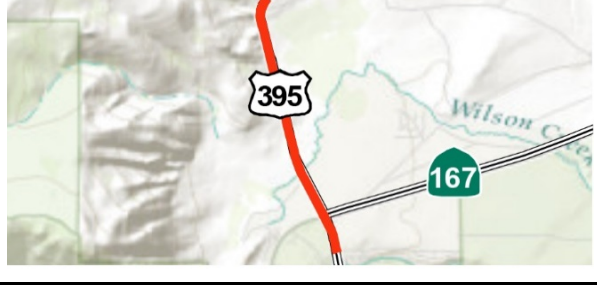
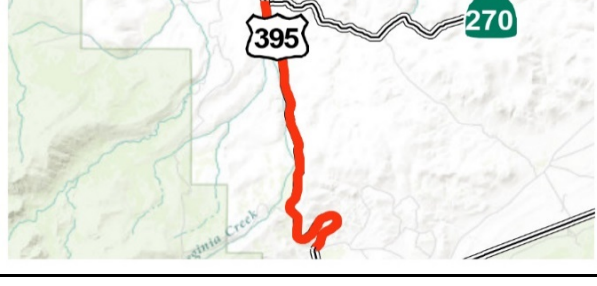


CON – Construction

For project specific questions, please contact the appropriate Project Manager.







\*Not all project may be reflected on this report. i.e. minors and maintenance

<p><b>Project Name:</b> McNally Shoulders EA# 36460</p> <p><b>Location:</b> MNO 6 PM 0.0/0.8</p> <p><b>Description:</b> Widen shoulders to 8 feet.</p> <p><b>Project Cost:</b> \$6,185,000</p> <p><b>Current Phase:</b> Design</p> <p>ENV 100% Complete 9/26/2016</p> <p>CON Expected start date Spring 2018</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Chalfant Turn Lane EA# 36980</p> <p><b>Location:</b> MNO 6 PM 4.20/5.20</p> <p><b>Description:</b> Construct two-way left turn lane.</p> <p><b>Project Cost:</b> \$2,197,000</p> <p><b>Current Phase:</b> Environmental</p> <p>ENV Expected completion date 3/30/2018</p> <p>CON Expected start date Summer 2020</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> W. Minaret EA# 36530</p> <p><b>Location:</b> MNO 203 PM 4.6/4.8</p> <p><b>Description:</b> Provide pedestrian and non-motorized facilities.</p> <p><b>Project Cost:</b> \$700,000</p> <p><b>Current Phase:</b> Design</p> <p>ENV 100% Complete 1/3/2017</p> <p>CON Expected start date Summer 2018</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> N. Main St. Sidewalk &amp; Safety Project EA# 36480</p> <p><b>Location:</b> MNO 203 PM 4.8/5.3</p> <p><b>Description:</b> Provide pedestrian and non-motorized facilities.</p> <p><b>Project Cost:</b> \$2,200,000</p> <p><b>Current Phase:</b> Design</p> <p>ENV 100% Complete 2/25/2016</p> <p>CON Expected completion Summer 2018</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Lower Main Street Sidewalks EA# 36690</p> <p><b>Location:</b> MNO 203 PM 5.1/5.6</p> <p><b>Description:</b> Provide pedestrian and non-motorized facilities.</p> <p><b>Project Cost:</b> \$2,200,000 Complete Streets - \$1,250,000.</p> <p><b>Current Phase:</b> Planning</p> <p>ENV Expected completion date Spring 2018</p> <p>CON Expected start date Summer 2018</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> North Sherwin Shoulders EA# 36070</p> <p><b>Location:</b> MNO 395 PM 6.8/9.9</p> <p><b>Description:</b> Widen shoulders to 10 feet just South of Toms Place.</p> <p><b>Project Cost:</b> \$20,351,000</p> <p><b>Current Phase:</b> Planning</p> <p>ENV Expected completion date Summer 2018</p> <p>CON Expected start date TBD</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	

\*Not all project may be reflected on this report. i.e. minors and maintenance

<p><b>Project Name:</b> Crestview Maintenance Truc EA# 35560</p> <p><b>Location:</b> MNO 395 PM 34.1</p> <p><b>Description:</b> A new truck shed at the Crestview MS.</p> <p><b>Project Cost:</b> \$5,000,000</p> <p><b>Current Phase:</b> Construction</p> <p>    <b>ENV</b> 100% Complete 10/31/2012</p> <p>    <b>CON</b> Expected completion Fall 2018</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Lee Vining Rockfall EA# 33500</p> <p><b>Location:</b> MNO 395 PM 52.1/53.7</p> <p><b>Description:</b> Mitigate Mono Lake rockfall.</p> <p><b>Project Cost:</b> \$10,626,000</p> <p><b>Current Phase:</b> Revegetation</p> <p>    <b>ENV</b> 100% Complete 7/25/2013</p> <p>    <b>CON</b> Expected completion date Winter 2020</p> <p><b>Project Manager:</b> Dennee Alcala Ph# 760-872-0767</p>	
<p><b>Project Name:</b> Conway Ranch Shoulders EA# 36640</p> <p><b>Location:</b> MNO 395 PM 57.9/60.0</p> <p><b>Description:</b> Widen shoulders to 8 feet.</p> <p><b>Project Cost:</b> \$9,376,000</p> <p><b>Current Phase:</b> Planning</p> <p>    <b>ENV</b> Expected completion date 4/1/2020</p> <p>    <b>CON</b> Expected start date 10/3/2022</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Conway Guardrail EA# 36470</p> <p><b>Location:</b> MNO 395 PM 60.0/69.9</p> <p><b>Description:</b> Remove existing guardrail and install Guardrail.</p> <p><b>Project Cost:</b> \$5,217,000</p> <p><b>Current Phase:</b> Planning</p> <p>    <b>ENV</b> Expected completion date Fall 2017</p> <p>    <b>CON</b> Expected start date Spring 2019</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Virginia Lakes Turn Pocket EA# 36420</p> <p><b>Location:</b> MNO 395 PM 63.5</p> <p><b>Description:</b> Widen shoulders &amp; construct a NB left turn pocket.</p> <p><b>Project Cost:</b> \$2,500,000</p> <p><b>Current Phase:</b> Design</p> <p>    <b>ENV</b> 100% Complete 12/21/2016</p> <p>    <b>CON</b> Expected start date Summer 2019</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Virginia Creek Shoulders EA# 36940</p> <p><b>Location:</b> MNO 395 PM 69.6 / 71.9</p> <p><b>Description:</b> Widen Shoulders</p> <p><b>Project Cost:</b> \$13,554,000</p> <p><b>Current Phase:</b> Planning</p> <p>    <b>ENV</b> Expected completion date 4/1/2021</p> <p>    <b>CON</b> Expected start date TBD</p> <p><b>Project Manager:</b> Brian McElwain</p>	

\*Not all project may be reflected on this report. i.e. minors and maintenance

<p><b>Project Name:</b> Green Lakes CAPM EA# 36060</p> <p><b>Location:</b> MNO 395 PM 69.8/76.0</p> <p><b>Description:</b> Rehabilitate pavement.</p> <p><b>Project Cost:</b> \$6,132,000</p> <p><b>Current Phase:</b> Project Completed</p> <p>ENV 100% Complete 8/28/2014</p> <p>CON 100% Complete 9/26/2017</p> <p><b>Project Manager:</b> Dennee Alcala 760-872-0767</p>	
<p><b>Project Name:</b> Sheep Ranch Shoulders EA# 35080</p> <p><b>Location:</b> MNO 395 PM 80.5/84.3</p> <p><b>Description:</b> Add 8 foot shoulders and treat 4 rockfall locations.</p> <p><b>Project Cost:</b> \$16,574,000</p> <p><b>Current Phase:</b> Construction</p> <p>ENV 100% Complete 1/14/2015</p> <p>CON Start date Spring 2018</p> <p><b>Project Manager:</b> Dennee Alcala Ph# 760-872-0767</p>	
<p><b>Project Name:</b> Aspen-Fales Shoulder Widening EA# 34940</p> <p><b>Location:</b> MNO 395 PM 88.4/91.6</p> <p><b>Description:</b> Widen shoulders to 8 feet, install rumble strip.</p> <p><b>Project Cost:</b> \$14,180,000</p> <p><b>Current Phase:</b> Environmental</p> <p>ENV 100% Complete 5/3/2017</p> <p>CON Expected start date Spring 2019</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Sonora Jct Shoulders EA# 36800</p> <p><b>Location:</b> MNO 395 PM 91.6/93.7</p> <p><b>Description:</b> Widen shoulders</p> <p><b>Project Cost:</b> \$20,060,000</p> <p><b>Current Phase:</b> Planning</p> <p>ENV Expected completion date 6/1/2021</p> <p>CON Expected start date TBD</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	
<p><b>Project Name:</b> Little Walker Shoulders EA# 35780</p> <p><b>Location:</b> MNO 395 PM 93.4/95.7</p> <p><b>Description:</b> Widen shoulders from 2 to 8 feet, install rumble strip.</p> <p><b>Project Cost:</b> \$10,665,000</p> <p><b>Current Phase:</b> Design</p> <p>ENV 100% Complete 7/30/2015</p> <p>CON Expected start date Summer 2018</p> <p><b>Project Manager:</b> Dennee Alcala 760-872-0767</p>	
<p><b>Project Name:</b> Walker CAPM EA# 36430</p> <p><b>Location:</b> MNO 395 PM 106.3/120.5</p> <p><b>Description:</b> Pavement recycle, Walker to Topaz.</p> <p><b>Project Cost:</b> \$15,602,000</p> <p><b>Current Phase:</b> Construction</p> <p>ENV 100% Complete 2/25/2015</p> <p>CON Expected completion Fall 2017</p> <p><b>Project Manager:</b> Brian McElwain Ph# 760-872-4361</p>	



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<b>Project Name:</b>	Inyo/Mono Rumblestrips & Signs	EA# 36610	
<b>Location:</b>	MNO Various		
<b>Description:</b>	Install signs and rumble strip at numerous locations.		
<b>Project Cost:</b>	\$917,000		
<b>Current Phase:</b>	Project Completed		
<b>ENV</b>	100% Complete	11/11/2015	
<b>CON</b>	100% Complete	6/14/2017	
<b>Project Manager:</b>	Dennee Alcalá	Ph# 760-872-0767	
<b>Project Name:</b>	Mono Mitigation Bank	EA# 36670	
<b>Location:</b>	MNO Various		
<b>Description:</b>	Purchase riparian & wetland mitigation credits.		
<b>Project Cost:</b>	\$3,550,000		
<b>Current Phase:</b>	Environmental		
<b>ENV</b>	Expected completion date	Winter 2019	
<b>CON</b>	Expected start date	Winter 2020	
<b>Project Manager:</b>	Dennee Alcalá	Ph# 760-872-0767	



## NEWS RELEASE

**Date:** December 7, 2017  
**District:** District 9  
**Contact:** Christine Knadler  
**Phone:** (760) 872-5206  
**Contact:** Tamie McGowen  
**Phone:** (916) 657-5060

### First Round of SB 1-Funded Grants Awarded

SACRAMENTO—Caltrans announced today that the first planning grants funded through the Road Repair and Accountability Act of 2014 (SB 1) have been awarded to local agencies to support their efforts to plan more sustainable communities, reduce transportation-related greenhouse gases and adapt for the effects of climate change. During this week's California Transportation Commission (CTC) meeting, nearly \$32 million in grants were awarded. In total, SB 1 will provide more than \$270 million in planning grants for local communities over the next decade.

"These grants will provide much needed funding to support the efforts to improve transportation in local communities and plan for a future impacted by climate change," said Caltrans Director Malcolm Dougherty. "In addition to the many projects already accelerated thanks to SB 1, this is just one more example of how we're committed to rebuilding California."

Among the grants awarded were nearly \$25 million in Sustainable Community grants to 43 local and regional multimodal transportation and land use planning projects. These planning grants will provide funding to support regional sustainable community strategies and ultimately achieve the state's greenhouse gas reductions targets of 40 and 80 percent below 1990 levels by 2030 and 2050 respectively. SB 1 provides \$25 million annually to this grant program which is awarded both competitively and by formula to eligible projects. The local project awarded funding is:

#### Inyo County Olancha-Cartago Corridor Study

Inyo County proposes developing an Olancha-Cartago Corridor Study (OCCS) to analyze the entire section of U.S. 395, near the area of Caltrans' Olancha four-lane project, and will study how the communities of Olancha and Cartago can re-invent themselves following Caltrans' proposed project. The OCCS would evaluate speed limits as well as innovations to local walking, cycling and other multi-modal opportunities (accessibility to existing recreational trails, for example) to create safer and more efficient transportation in the region. The OCCS will utilize public outreach to local residents and tribal groups, and connects to previously established transportation goals set by Inyo County.

Additionally, \$7 million in Adaptation Planning grants were awarded to 21 projects throughout California. These grants will help local and regional agencies conduct adaptation planning in a way to ensure transportation assets are resilient in the face of climate change and extreme weather events. SB 1 will provide a total of \$20 million over three years for this grant program. The local project awarded funding is:





# NEWS RELEASE

## Town of Mammoth Lakes Climate Adaptation and Resiliency Strategies and General Plan Update

The project partners include local stakeholders, Caltrans, as well as a Climate Change Action Team made up of local agencies and stakeholders. A vulnerability assessment will be prepared and adaptation strategies will be developed. Adaptation goals, policies, and implementation measures will inform an update of the General Plan to reflect recommendations developed through this collaborative process.

A complete list of the 43 Sustainable Community grant projects can be found at:

[http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab\\_22\\_4.11\\_Attachment.pdf](http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab_22_4.11_Attachment.pdf)

A complete list of the projects receiving Adaptation Planning grants can be found at:

[http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab\\_22\\_4.11\\_Attachment2.pdf](http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab_22_4.11_Attachment2.pdf)

Caltrans received 127 applications seeking more than \$34 million in grant funds for the Sustainable Communities competitive grant program and 30 applications seeking \$10.5 million in grants funds for the Adaptation Planning grant program.

More information on Caltrans' SB 1 funded planning grants can be found at

<http://www.dot.ca.gov/hq/tpp/grants.html> .

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