

Mono County Local Transportation Commission

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AGENDA

July 8, 2019 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport
Call 1-669-900-6833, enter meeting number 760-924-1815

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of June 10, 2019 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
 - A. Local transit services in Town of Mammoth Lakes
 1. Town transit services (*Dan Holler, town manager*) – **p. 5**
 2. Old Mammoth service options (*Phil Moores, ESTA*) – **p. 11**
 - B. STIP (State Transportation Improvement Program) estimates – **p. 16**
 - C. ATP (Active Transportation Program) overview (*Hailey Lang*) – **p. 19**
 - D. OWP (Overall Work Program) responses & conditional acceptance by District 9 (*Gerry Le Francois*) – **p. 21**
6. **ADMINISTRATION**
 - A. Support letter for Inyo County LTC's BUILD Grant submittal for Olancha/Cartago 4-Lane – **p. 32**
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS): YARTS extends autumn service till Oct. 31 or Tioga Pass closure, whichever comes first – **p. 34**
8. **CALTRANS:** Activities in Mono County & pertinent statewide information
9. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes (*verbal*)
 - B. Mono County (*verbal*)
 - C. Caltrans (*verbal*)
10. **INFORMATIONAL**
 - A. Scenic Byways – **p. 35**
 - B. Safer Streets – **p. 36**

COMMISSIONERS

Jennifer Halferty Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

- C. Freeman Gulch-2 letter – **p. 37**
- D. California highways & bridges – **p. 41**

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to August 12, 2019

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

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

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DRAFT MINUTES

June 10, 2019

COUNTY COMMISSIONERS: Jennifer Halferty, John Peters, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Dan Holler for Lynda Salcido, John Wentworth

COUNTY STAFF: Wendy Sugimura, Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Hailey Lang, CD Ritter

TOWN STAFF: Haislip Hayes

CALTRANS: Brent Green, Ryan Dermody

ESTA: Phil Moores

PUBLIC: Julie Brown, Devin Middlebrook, Don Condon, Lynn Boulton

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump 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.

2. **PUBLIC COMMENT:** None

3. **MINUTES**

MOTION: Approve minutes of May 13, 2019, as amended: Change Berry to Barry (2x) (*Hogan/Peters. Ayes: 5. Absent: Salcido.*)

4. **Unmet Transit Needs:** Michael Draper distributed comment letter from Julie Brown regarding transit needs at June Lake and allowed time to read. He reminded of annual State requirement for unmet transit needs hearing. Resolution includes needs identified. Needs reasonable to meet included Old Mammoth Road service, lifeline service to June Lake, and Bridgeport-to-Gardnerville extension to Carson City. Tri-Valley service to Bishop needs update in resolution.

Phil Moores, ESTA, noted process makes sure people not left behind. Old Mammoth Road would be disconnected without any service. Options by next month include none, as is, more frequent serviced (all year), and hourly service year-round.

Hogan: Used to have hourly weekdays as in rest of town. Keep as long-term goal. It's a contract issue. In budget, have the money. Service taken away, tried to fill gaps. Ridership was low, but it's a part of town. Not lay it back on ESTA. It's a Town contract. Corless hears from constituents.

Wentworth: Town could handle outside unmet needs process.

Stump: Important to identify in this document as reference point.

Moores: Never about money at ESTA. Hear pain and suffering on getting things covered. Staff has asked for but just can't cover. Maybe when housing abundant, wages high enough.

Item 2: Lifeline service to June Lake: Changes from lifeline to core services when daily. Discontinuing service is unmet need. Find way to make it happen.

Was five-day-a-week service from different source? Moores: MMSA, ESTA. 3.7 riders/day. Housing in June Lake improved.

Item 3. Carson City: Only 16 mi farther. Sometimes people need Gardnerville only. Improve route efficiency.

Peters: Great adjustment to that route. Challenge of drivers under maximum hours. Construction along route needs to be factored into delay possibility. *Moores: Maximum driving = 10 hr/day.*

Peters: DAR in Bridgeport/Antelope Valley area. Get seniors to travel between communities.

Item 4: Sonora junction: Needs planning, getting contractors. *Peters: Work on this later.*

Item 5: Deviate to June Lake: Driver gets 30 mins in 10 hours, so no time to deviate. June Lake needs connections.

Item 6: Service Chalfant to Bishop: Keeping eye on as community grows, hope to increase connection.

Item 7: Additional lifeline service: Maybe set target when popular enough.

COMMISSIONERS

Jennifer Halferty Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

Stump: Walker DAR had specific funding request. Not heard from Tri-Valley funding. Sits on senior program, get Tri-Valley seniors into Bishop. ESAA (Eastern Sierra Agency on Aging). Check with Kathy Peterson. Partial recovery to get seniors to Bishop senior center, which prepares meals to transport to Tri-Valley now.

Halferty: Data on ridership would help gauge success. How many now from Walker to Gardnerville? Did ridership go up when added Carson City?

New Item 8: Purple Line. Important due to population density. May be contract issue with Town.

--- Dan Holler for Lynda Salcido arrived at 9:42 a.m. ---

Halferty: Some but not all of need being met. Need data. Still unmet need if only every 30 minutes. Potential for more riders, better service. Not agree it's unmet.

Hogan: Separate out Town contract issues. In matrix have separate part with Town contract. Gaps should be met through Town process but keeps coming back to us.

Wentworth: Getting data in urban area. Make sure Town understands while other issues going on.

Moore: Bundle Purple Line with Old Mammoth? Yes. Go back to definition in R98-01. More-frequent service affects employment.

Sugimura: Hearing meets unmet needs process + annual public hearing to hear transportation input. Not all about unmet needs. LTF (Local Transportation Fund) dollars funds local streets and roads. LTF dollars always toward transit. Transportation needs in general, no strings attached for LTC to consider funding. Legal requirement of unmet needs, larger discretionary LTC discussion.

Halferty: Didn't realize two buckets. Disappointed public didn't know could have commented on anything transit related. More transparency in future.

Sugimura: In public hearing notice. Mono through RPACs transit needs all time. LTC-mandated annual formal public hearing.

Halferty: Make things simpler, more approachable.

Hogan: Mobility Commission collapsed. Town needs should come forward.

Stump: Suggestion: Appropriate place to discuss but LTC sends letter to Town on continual needs from Town, would appreciate taking up as discussion item.

Wentworth: Town staff make sure workflow is clear. Degree of reliability.

Halferty: Old Mammoth Road people stopped coming, felt unheard. Need to feel listened to.

Wentworth: Town Council makes decisions about funding. Contracts at Town not LTC.

Stump: LTC unable to solve through unmet needs, asking Town to pick up.

Wentworth: Add something to matrix on general transportation concerns.

Moore: Don't blend.

Halferty: We heard this, put it into pathway to be addressed.

Stump: To initiate, have letter simultaneously arrange Town staff presence.

Julie Brown: Don't know what you've got till it's gone. Impacts. Winter service daily mornings. Future. Not discontinue services because difficult. Wentworth: Comment on general transportation needs. Brown: Part of unmet needs.

Moore: Included on list because lifeline issue. Plan with Supervisor Gardner for volunteer shuttle drivers. ESTA would help guide individuals. Introduce lifeline service. In September will consider next six months.

Stump: CAC meetings canceled. Gardner needs to be there, hear ESTA options. Attended two meetings where Moore was present.

Hogan: Considered on-demand service at various places but not June Lake. An omission. Van idea good. YARTS at junction not loop. Tried pilots twice but residents not on board. Ridership was problem. Keep working on it.

Brown: June Mountain worked hard to build sustainable model. Access is important piece. Visitation from IKON passholders.

Peters: Does resolution address transit users as tourists? Refresh resolution to include non-residents.

Moore: Not thought of tourists needing necessities of life. Peters: Expand economic base. Moore: ridership = 3.7 riders/hour last year. Not meet farebox. Peters: Need data.

Stump: Fifth day DAR in Walker came later. Serious hearing today. LTC look independently.

Wentworth: Regional importance. Clean division between unmet and general needs. Reliable air service in Bishop. TBID money on airport in Bishop significant discussion. How will Alterra handle?

Halferty: Need separate item with more information. No service from June Lake to anywhere else is certainly an unmet need. Know what is available every year.

Have LTC request transit services? *Sugimura: Pass R19-04 today, figure out clearer format of unmet needs.*

Stump: Request to break out June Lake separately from MMSA contracting or bundle all into 1.5-hr agenda item. Leave up to staff.

Mahaffey: Never done LTC budget. Piecemeal entities. If want annual budget, address funding sources as they come through.

Hogan: Maybe last 15-20 years, what's gone for transit.

Stump: Request future item. Data request, research, what has funded what service. Mahaffey: Could fund through reserve.

Sugimura: Transportation dollars confusing. Bring back funding sources from ESTA, Town that LTC does not have authority over.

MOTION: Adopt Resolution R19-04 as amended regarding Unmet Transit Needs: 1) Increase service to Bishop from Benton, Hammil Valley and Chalfant Valley; and 2) Add one additional lifeline service day to Bishop from Benton, Hammil Valley and Chalfant Valley. (*Halferty/Wentworth. Ayes: 6.*)

--- Break: 10:25-10:35 a.m. ---

5. **COMMISSIONER REPORTS:** **Holler:** Sidewalks. Suspend work south of Main in July. Town/Inyo FAA recognition cert partnership on airport. **Hogan:** Tim Taylor lecture on wildlife overcrossings/undercrossings had good attendance. Caltrans doing bid. **Peters:** Health fair in Walker, ESTA on calendar next year. Many agencies and groups require transportation. **Halferty:** Heard Tim Taylor also. Tioga last week. Within 20 minutes stopped by foreign visitors on how get through. Sign at bottom of 120/395 no access to Yosemite? Dermody: Tioga Pass closed at bottom. **Wentworth:** The Parcel workshop June 26 3-6 pm. Town Council moving forward with community recreation center. **Stump:** Request to Town on Commissioner Salcido: Need governing board members in attendance (he sits on eight boards). When Town Council looks at board assignments, LTC is high importance... Environmental work grant at airport. Scheduled service or not. Area needs modern facility for helicopters, emergency flights. Hope Town Council moves ahead expeditiously. **Holler:** EA (Environmental Assessment) on next agenda. Fleet of C130s for firefighting. **Stump:** C130 here, broke down. **Peters:** Blackhawk helicopters can fly at night.

6. LOCAL TRANSPORTATION

A. **Electric Vehicles (EV) in the Tahoe Basin:** Devin Middlebrook started in 2016 funded by grant from CA Energy Commission that requires no matches. He discussed EV technology, overview of chargers that range in timing of charge. Partnered with Truckee and others in planning. Protecting environment is key benefit. EV reduces 70% of GHG emissions. Range anxiety: Make it to destination? Chargers expensive to install. Running wires under buildings. Improve EV awareness. Universal chargers vs Tesla only. High income area. 5% reduction in GHG by 2035. Biggest challenge is lack of 4WD and AWD vehicles. Awareness: 50% not know of federal, state, local tax credits. Public outreach events with owners and dealers with their cars to check out. Bus too. tahoealternativefuels.com Implementation plan identified players, stakeholders. Performance metrics: how many miles traveled, ease of installation, public awareness. Liberty Utilities important participant. Regional coordination is key. Get big-picture coordination. Education and awareness important. Data-driven planning with measurable outcomes. Capture buzz and "sexy-ness" of EVs.

Hogan cited VW ads on sound of silence.

Helping locals? *Middlebrook: No real need on residential side.*

Don Condon, EV Association. Pushback on snow removal at charging stations. *Middlebrook: Snow removal a big thing. Go with contractor for pre-site planning. Make sure get retractable cord systems. Solar companies offered poles. Big green bollards on all sides.*

Lynn Boulton: Financing for quick chargers at private site? *Middlebrook: Worked with Tesla, but EV-go had its own grant to install. VW settlement money. Most from public or settlement moneys. Public money has pushed it. Few city/county-owned properties of infrastructure.*

Liberty into northern Mono? *Middlebrook: One near Topaz.*

Hwy 50 bus pilot? *Middlebrook: Not know. Buses plug-in charging at night, overhead charging along route. Skepticism on buses from drivers, mechanics (threat to their jobs). Test drives help. Getting behind wheel is best.*

Stump wanted to re-contact Middlebrook in future.

B. **2019-20 Local Transportation Fund:** Megan Mahaffey introduced topic. Allocation has gone up due to economy. Allocation based on estimate. Reserve in recommendation, could allocate on unmet needs.

MOTION: Adopt Resolution R19-05 approving apportionment & allocation for 2019-20 Local Transportation Fund (*Peters/Hogan. Ayes: 6-0.*)

C. **2019-20 State Transit Assistance:** Megan Mahaffey noted higher estimates than last year due to economy as well.

MOTION: Adopt Resolution R19-06 approving apportionment & allocation for State Transit Assistance 2019-20 fiscal year (*Halferty/Peters. Ayes: 6.*)

D. **Senate Bill 152 Beall/ATP (Active Transportation Program):** Gerry Le Francois noted it passed out of subcommittee pending further action. Letter to maintain existing percentages. Even CTC disappointed with reach for additional funds (40% to 70%). Letter out soon, email to LTC.

E. **2019-20 Overall Work Program:** Gerry Le Francois noted funding for planning dollars dependent on State budget. Share with Town. RPA and PPM. Asking for adoption via M19-02

Hogan noted airport planning total funding incorrect. \$7,500.

Le Francois: Use planning dollars only getting to airport. Sit down with Town on ALUC (Airport Land Use Commission), explore option of designated body. BOS would have to authorize change. Look at connectivity.

Wentworth: Voting to approve OWP? Hesitant to vote due to lots of issues to understand. *Le Francois: Address many issues. Include point-by-point letter next month.*

Hogan thought it important to know Austin West of Caltrans carefully reviewed OWP. *Le Francois: Lot of money comes through LTC. HQ staff soon to discuss OWP. Wheeler Crest v Swall Meadows: Mono uses Wheeler Crest in all documents.*

Wentworth: Evidence in letter of discretionary funding. Wanted net result. Report next meeting how things resolved. Stump noted staff covering many bases.

Peters indicated recent requests to look at policy of angled parking, change of location possibility. How approach parallel vs angled.

MOTION: Approve Minute Order M19-02 adopting 2019-20 Overall Work Program (*Hogan/Halferty. Ayes: 6-0.*)

7. ADMINISTRATION

A. **Olancha/Cartago letter of support:** Gerry Le Francois noted letters of support in past. Offsetting RTIP/STIP dollars.

8. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** ESTA grant letter of support

MOTION: Approve ESTA grant letter of support (*Hogan/Holler. Ayes: 6.*)

B. **Yosemite Area Regional Transportation System (YARTS):** Sandy Hogan

--- Dan Holler exited at 11:58 a.m. ---

9. **CALTRANS:** Brent Green noted lower gate on Tioga Road has traffic counter. Little Walker/Aspen-Fales project to start around July 8. Public meeting with contractor (Peters recommended July 1-2). Phase project in two seasons. 395 Task Force on Eastern Kern: Traffic 4,000-6,000 north of Kramer Junction, 20,000 south. District 8 noted illegal passing south of Kramer, so added delineators.

Four-lane Adelanto area? *Green: North into Kramer passing lanes added at huge cost, huge environmental (no way to fund).*

Caltrans held first-ever town hall in Bishop for educating public.

10. **INFORMATIONAL:** None

11. **UPCOMING AGENDA ITEMS:** 1) Unmet needs vs. general transit; 2) quarterly reports; 3) STIP estimates; 4) OWP responses

12. **ADJOURN** at 12:13 p.m. to July 8, 2019

Prepared by CD Ritter, LTC secretary



Town of Mammoth Lakes

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Memorandum

Date: July 1, 2019

To: Mono County Local Transportation Commission

From: Daniel C. Holler, Town Manager 

RE: Update on Unmet Transit Needs Discussion on Town Transit Services

Background

At the June 10, 2019 Mono County Local Transportation Commission (LTC) public hearing on Unmet Transit Needs two transit routes operated by Eastern Sierra Transit Authority (ESTA) in the Town of Mammoth Lakes were discussed. The two routes under discussion included the Purple Line and the Limited service on upper Old Mammoth Road. Neither request was determined to meet the LTC's definition of "Unmet Transit Need", provided the limited service is not discontinued. A general request for expanded transit services in the Town was also discussed. The Commission requested additional information from the Town on these services. Additionally, ESTA's Executive Director, Phil Moores, is preparing a report on the same subject for the Town and the ESTA.

Analysis

The Purple Line

The request related to the Purple Line was for increased level of existing service. The Purple Line provides services through a core residential area. Residents commute to work, to schools and to local services. Visitors use this line to reach a number of destinations.

This route alternates service to the College and Elementary Schools (Stops #60 and #62) with departures from Vons at the top of the hour (0:00), and to the RV Park, Visitors Center, and Rite Aide (stops #28, #29, and #11) with departures from Vons at the bottom of the hour (0:30). All other stops on the Purple Line are served every 30 minutes from 7:00am until 6:00pm (See Map). Riders may also transfer to other transit lines. As a consistently provided transit service to area residents and visitors there is no "Unmet Transit Need" based on the definition as approved by the LTC.

The Purple Line discussion requested consideration for an increased level of service, primarily in frequency of service (i.e. service every 20 or 15 minutes), and the potential to add stops. Increased frequency and stops would increase capacity. The primary area of discussion related to the residential areas serviced.

Old Mammoth Road – The Limited and Town Trolley

The Limited fixed route transit service to the Old Mammoth Road serves an approximate 1.4 mile route area west of the Snowcreek Athletic Club stop (Club Drive). The service provides opportunities to use public transit from the Old Mammoth Area to connect to the Town's fixed route system. The service is provided with the smaller dial-a-ride bus, which can turn around on Old Mammoth Road at the base of Red Fir. This Limited service operates on school days only providing two round trips per day. The service was discontinued for this year as of June 17, 2019 for the summer. This service is currently under review by ESTA and the Town.

The summertime Town Trolley operates every 20 minutes from 7:00am until 10:00pm, then every 30 minutes from 10:00pm until 2:00am. The Trolley provides services from Snowcreek Athletic Club on Old Mammoth Road to several stops and other transit line connections through Town. Similar wintertime services are provided by the Red Line and evening Town Trolley.

During the summer no fixed route transit is provided to the area west of the Snowcreek stop. Dial-a-ride services are available. This door-to-door service operates year-round for the general public. Rides offered on weekdays: 8am-5pm (limited service 11:45am to 3:00pm). Cost is \$2.40-4.20 pending on the service zone and service.

The LTC's discussion of expanded service on Old Mammoth Road west of Snowcreek Athletic Club stop, was identified an "Unmet Transit Need." This was based on the potential service deletion and the current level of service to the area which primarily serves the school children on school days only.

Increased Transit Services in the Town

There was general request to expand Transit Service in the Town of Mammoth Lakes. The expansion for services was not well defined but looked at extended hours for employees who use transit to get to and from work. The Town currently provides transit services beginning at 7:00 am as noted above and the Town Trolley service operates from 10:00 pm to 2:00 am on a 30 minute interval in providing transit to employees and visitors. While discussed as a potential unmet need, the support additional free (no fare) transit services with limited ridership is not supported by the Town at this time due to operational constraints, low ridership, and cost. The appropriate place for the discussion of this scope of requested transit service increase is at the ESTA Board and Town Council Level.

Discussion

All of the fixed route services provided in the Town are free to the users. As noted above the dial-a-ride service requires a fare. The Town has a contract for service with ESTA to provide transit services. The Town and ESTA reviews the level of service and routes each year as the contract for service is renewed. Routes with low ridership, any public comments/requests for

service are reviewed. This process has been used over time to adjust routes and meet service demands. While a free service to users. The Town pays 57% for the transit service, maintains transit stops (i.e. maintenance, trash, recycling, and signage), adds new/updated transit shelters, and coordinates any impacts from new development with ESTA. ESTA leases space from the Town for garage space, and contracts with the town for maintenance of transit buses. The arrangement has worked well to date. The maintenance program is under discussion for enhancements.

The expansion of transit service generally will require additional staffing and vehicles. In some cases, limited modifications may be made to existing routes. To expand the Purple Line services would require both staffing and vehicle additions, resulting in a substantial cost for the service. At this time, this level of expansion is not under consideration by the Town and/or ESTA. To the extent, the LTC or Mono County believes the expanded service is necessary, an alternative funding source outside of the Town funds would need to be identified as the service does not meet the criteria for LTC funding as an “unmet transit need”.

The Gray Line Route previously provided transit service in the Old Mammoth Area. Based on ESTA Short Range Transit Plan elements a ridership analysis, a demand review along other routes, and a cost review the Gray Line was discontinued. This eliminated the regular fixed route transit service along Old Mammoth Road west of Snowcreek Athletic Club. The elimination of the Gray Line resulted in expanded services along Meridian Blvd., and extension of the Purple Line. This resulted in retaining services along the majority of the Gray Line and increased ridership along the Meridian route. The resulting decreases in service included the Old Mammoth Area and the Skate Park east on Meridian. ESTA provided outreach to the impacted area, the service change was discussed at several ESTA and Town Council meetings. The result of the outreach and meetings was the creation of the Limited Service discussed above.

ESTA and the Town have continued to review cost effective and operationally feasible opportunities. This has included a modified extension of the Trolley Service in summer months, which is on hold pending a workable turn around site and driver break analysis. The driver breaks must meet legal standards and access to restrooms above Club Drive is currently non-existent. Depending on the solution, this service enhancement could result in considerable cost to all involved. At this time, ESTA is developing several options for the Town Council and ESTA Board to consider.

The discussion regarding the overall expansion of Transit services within in the Town is a much broader policy question that extends beyond the scope of unmet transit need purpose. While there are a number of benefits to having a robust transit system, the concept that free transit at all hours is required to meet “necessities of life” standards in unrealistic. The additional cost to the system would require extensive fare box review and other revenue sources. This assumes that the system could be adequately staffed and equipped to provide this level of service.

Summary

The regular public meeting and LTC hearing process on Unmet Transit Needs provides necessary information to review and judicially meet needs. The LTC has set criteria to define

unmet transit needs, and has been able to take minor steps to meet identified needs based on limited funding.

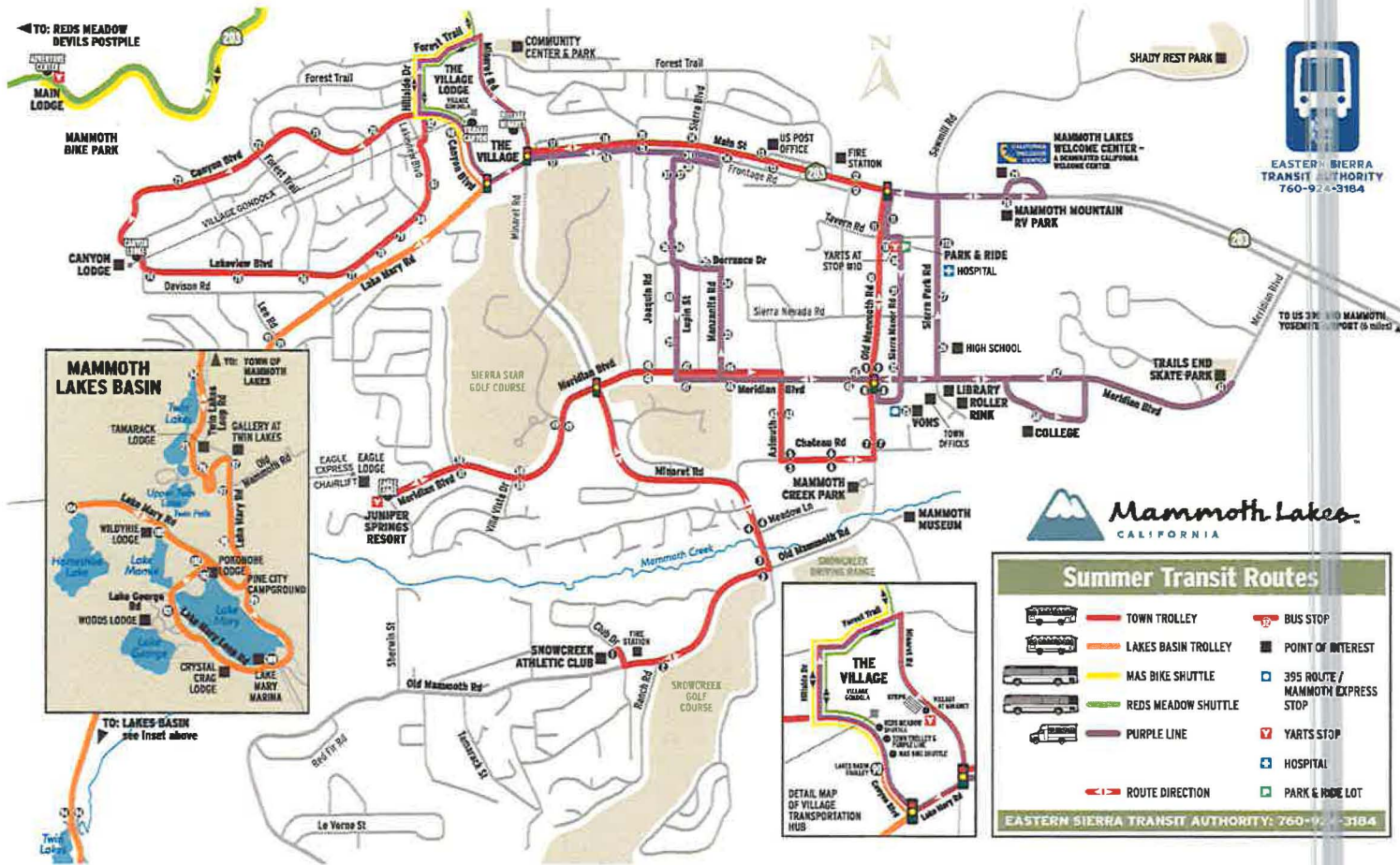
The Town supports the identification of potential unmet needs in the Town of Mammoth Lakes as well as throughout Mono County. However, the recent discussion on transit service expansion in the Town, does not meet the definition of unmet transit needs as defined by the LTC. The Old Mammoth service area was identified as an unmet need due the limited amount of service now available and the potential service deletion. The expanded Purple Line concept does not meet the definition of unmet transit needs as defined. The request for expanded Town transit services is appropriately addressed to ESTA and the Town for review and consideration. The Town and County are both represented on the ESTA Board, which does provides opportunities for residents to request service enhancements, directly or related to discussion with LTC.

At this time, the Town is not requesting the allocation or recommending any LTC funding to expanded transit services in the Town. Town funded contract with ESTA provides a very reasonable, non-fare based transit program to residents and visitors and is the appropriate vehicle for making minor changes to ESTA provided transit services in the Town.

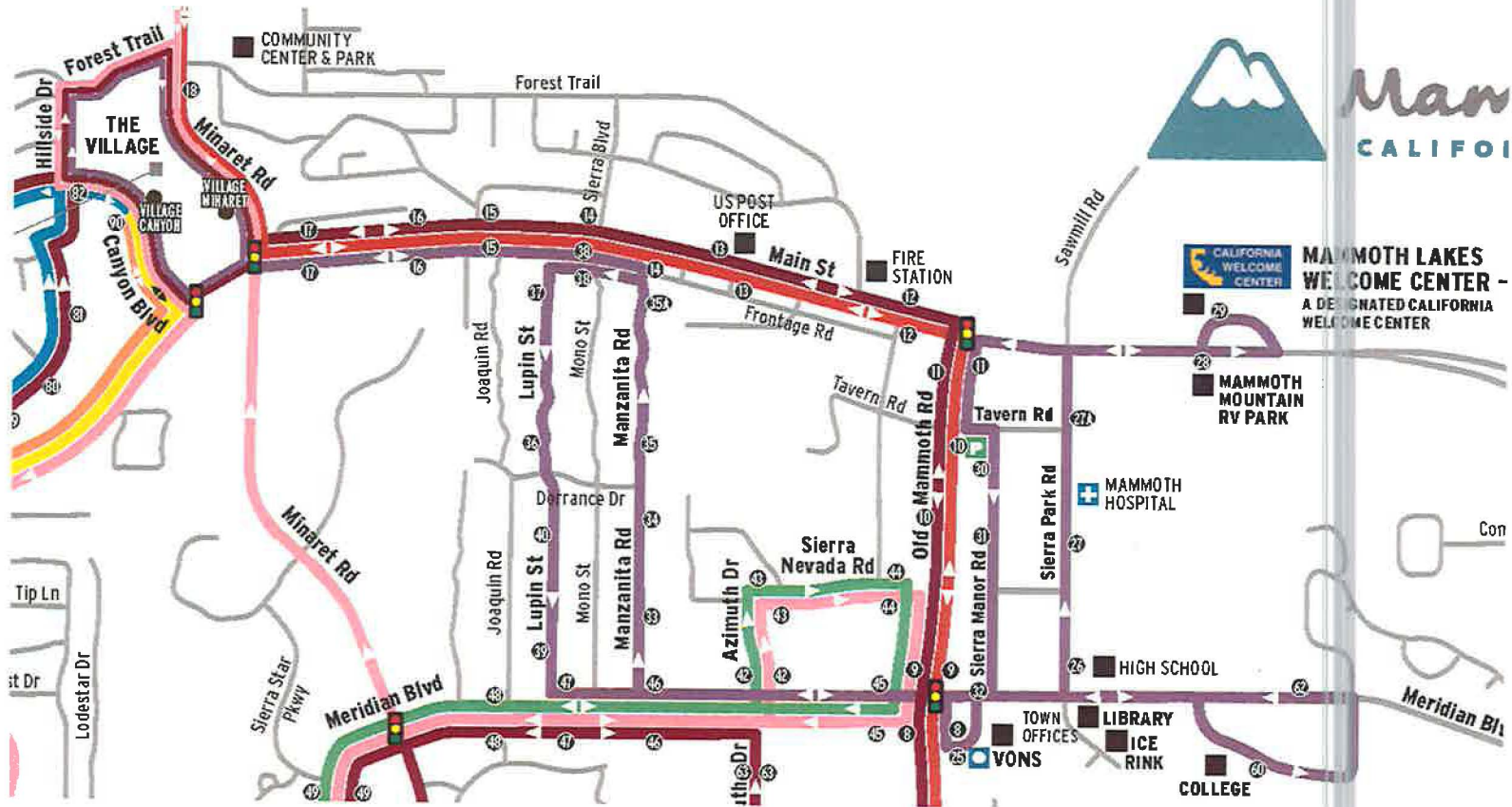
cc: Town Council
Grady Dutton, Public Works Director
Phil Moores, Executive Director, ESTA

Transit Route Attachment

Red and Purple Line routes shown on Map



Blow up of Purple Line Route





Limited Route Service Analysis

Date: July 1, 2019
To: Mono LTC & Town of Mammoth Lakes
Prepared By: Phil Moores, ESTA Executive Director
Subject: Reconsideration of Town Council's Decision on Service West of Club Drive on Old Mammoth Road

BACKGROUND:

I was asked by members of the ESTA Board and the Town Council to evaluate the possibility of reinstating service west of Club Drive on Old Mammoth Road. The Town pays ESTA a generous portion of the costs (57%) associated with delivering fare free service within the city limits for a portion of the year on the summer Trolleys (Town and Lakes Basin), and pays the same portion (57%) for year-around service on the Purple Line. Thus, the Town plays an important role in deciding service changes on these lines. Transit service west of Club Drive (Snowcreek Athletic Club) on Old Mammoth Road has been discussed for many years. I have researched, read reports and emails, and viewed Town Council meeting video from as far back as 2009.

There have been many hours of research by Town residents, ESTA staff, Town staff, and the Town Council on this subject. Here is a general chronology (I am sure not including every step along the way) on the progress over the years:

1. **In 2009** the Sherwin Area Recreational Plan calls for public transit to the Mill City staging area at La Verne and Fir streets. This plan was developed to identify trail networks and play areas around Mammoth. The Mill City staging area is one of only a few major hubs in the planned recreational system with restrooms, expanded parking, and a transit bus turnaround. This plan supports year-round access to the Mill City recreational area and considers public transit an important part of reducing congestion and parking. The plan sites consistency with the TOML General Plan vision of public transit mobility. However, the Forest Service has not approved the plan, there are some serious contamination issues to deal with at Mill City, and the Town has not prioritized Mill City over other transit projects.
2. **On November 2, 2016**, TOML Town Council approved the diversion of funds from portions of the Gray Line to an expanded Town Trolley route. The elimination of service west of Club Drive on Old Mammoth Road was part of that approved plan. The report considered in that 2016 decision is Attachment A. The Attachment A describes a thoughtful and complete approach to the service changes considered by Town Residents, ESTA staff, ESTA Board, Town Staff, and the Town Council. A poster was prepared and distributed around Dec. 17, 2016, to make the public aware of ESTA's and the Council's decision. A flyer was prepared and distributed around the same time to further inform the public about the changes. On Nov. 2, 2016, John Helm presented the Town Council with ESTA Short-Range Transit Plan elements identifying gaps in the Town's service along

Meridian Blvd. after 6pm. In viewing the 2016 meeting, the Council discussed, supported and voted unanimously to move Gray Line resources to Meridian and add \$40,000 annually to make it happen.

Integral to the decision was consideration of ridership along the deleted portion of Old Mammoth. It was determined that there was limited use west of Aspen Village and the new endpoint of the Red Line at Club Drive was within walking distance of Aspen Village via a path.

3. January 2017 - Residents of the Old Mammoth Area voiced ongoing concerns about the loss of service above Club Drive and the Town's failure to work toward the SHARP plan's goals. One resident continues to communicate this position (Attachment B).
4. Spring 2017 - The Limited Line was introduced in response to the residents' concerns. The Limited operated until the summer of 2017 and was discontinued due to poor ridership.
5. Fall 2017 - Two round trips on The Limited Line were instituted to serve the school children. The service was added to the Dial-a-Ride. The Limited operated during the school year through Spring of 2019. Plans to create a turn-around at Woodman Rd. stalled with Water District concerns.
6. Spring of 2019 - In an ESTA Board report, ESTA staff recommended the discontinuation of The Limited due to poor ridership, Dial-a-Ride conflicts, and the associated overtime incurred in operating it. The recommendation for deletion was denied to allow for further consideration.

Presently, ESTA has been asked to present some options regarding service to upper Old Mammoth Road. Before the options are described, here are a few details that influence the service decisions:

1. Staff reports that the Red Line and Town Trolley do not have the scheduling time for an extension beyond Club Drive. Currently, driver breaks are limited and occasionally non-existent. Also, there are currently no restrooms available above Club Drive. At most, infrequent and limited loops to Woodman may be tolerated.
2. Red Fir is not a good turn-around point due to the narrow road, particularly in winter. Also, the residents are not all in favor of using Red Fir. They cite concerns about safety, noise, and frequency.
3. Old Mammoth Road beyond Red Fir climbs at a steep enough angle to make drivers of large buses wary in winter. Even with chains the large buses struggle up and down the sometimes-icy road. Reports of difficulty driving above Club Drive in full-size transit buses have been received. Starting from a full stop to turn left onto Red Fir in a large bus is particularly challenging on ice.
4. With hazardous road conditions in winter, the residents above Aspen Village have expressed concerns about children walking down Old Mammoth to the bus stop.

5. Driver availability is a primary concern with ESTA. Maintenance is also an important concern. Tough questions about funding expanded service should be considered. Should funds be used to enhance the employment package and attract and retain drivers? Or should funds be used to improve the struggling maintenance support?

The following options are drafted and presented here for discussion, adjustment, and recommendation to the ESTA Board. The Mono Local Transportation Commission defined the upper Old Mammoth area as an unmet transit need due to the potential elimination of the limited service. However, the service is not currently discontinued.

Consideration of present and future service may be appropriate. In other words, one option may be appropriate now, while another may represent the best future scenario.

Option 1 - Status Quo

Currently, the Mammoth Dial-A-Ride starts early to run the Limited Line at 7:40am from Aspen Village up to Red Fir and back down to the schools, hospital, and the Village (when necessary). The reverse occurs in the afternoons at 2:45pm (usually from the schools). This is predominantly school children, is not represented on the system map, and only runs on school days. The website describes the times and locations for the service. One consideration is the reinstatement of the MUSD school bus service would decimate the ridership on this route.

Annual Cost: \$7,420, plus costs associated with marketing, if that is desired. 175 school days. The a.m. trip is overtime for the DAR resulting in 44 hrs. @ \$80/hr. or \$3,900 (only wages add cost). The p.m. trip is 44 hours straight time resulting in \$3,520.

Option 2 – Discontinue Service

Average ridership of 3.7 riders per trip, serves very few residents and school children.

Annual savings: \$7,420

Option 3 – Limited Plus

This option continues the ESTA school bus DAR services to non-school days during the school year. Major holidays exempted. Residents may continue to use the DAR during the summer months when the DAR is not running the school trips. As mentioned above, the reinstatement of the MUSD school bus service would decimate the ridership on this route.

Annual Cost: \$8,620. Adds roughly 30 service days to the current schedule.

Option 4 – Red Line/Town Trolley Expansion

The Red Line and Town Trolley routes are stretched to the limit for time. During busy trips, drivers do not get a break at Snow Creek. Every minute counts. However, a one-mile loop to Woodman every third trip could be accommodated. I would recommend limiting the span of service from 8am to 5pm, Monday thru Friday. I cannot support expansion beyond Woodman for the Red Line or Town Trolley.

Annual cost: unknown. Capital-wise, the Woodman turn-around would need to be approved and completed. Operationally, the cost impact is negligible.

Option 5 – New Route

Since the Red Line and the Town Trolley do not have the time to stretch up to Red Fir and beyond, a new route is the only option.

Annual cost: depending on the extent of the new route, costs range from \$200k-\$320k, not including a new vehicle.

RECOMMENDATION

Staff recommends Option 3 - Limited Plus as a stop gap to address the lost service of the Old Mammoth Road area. During summer months the residents have continued access to DAR.

The reinstatement of MUSD school bus service would necessitate the re-evaluation of The Limited.

As a long-range goal, the development of the Mill City staging area could be considered as a transit layover area served by an additional bus as part of a system study. This would be consistent with the SHARP plan. Although there are significant hurdles to overcome to develop Mill City.

Further, the Snow Creek stop needs development or relocation to Old Mammoth Road. The current configuration requires passenger boarding from the street-side of the stop during icy conditions. This project is recommended for the Town's consideration.

RESPONSE

Please offer guidance on the options above for consideration by the ESTA Board.

**Mono County
Local Transportation Commission**

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June 17, 2019

The Honorable Jim Beall
California State Senate
State Capitol, Room 2082
Sacramento, CA 95814-4900

Re: SB 152(Beall) Active Transportation Program - Oppose

Dear Senator Beall:

The Mono County Local Transportation Commission (MCLTC) is the Regional Transportation Planning Agency (RTPA) for this region. The Commission is made up of three members of the Board of Supervisors and three members of the Mammoth Town Council. Mono County has a population of approximately 18,800 residents, with one incorporated community, Town of Mammoth Lakes, with a population of approximately 8,316 residents.

The current law (SB 99 and SB 1) and the funding ratios are relatively new. As you are aware, ATP is a highly competitive program. It is our recommendation that the current ATP program and funding ratios of 50% competitively awarded by the California Transportation Commission (CTC), 10% available to projects in small urban and rural regions, and the remaining 40% of funds available to projects selected by metropolitan planning organizations with population greater than 200,000, remain unchanged.

In closing, the MCLTC does not support changing the existing Active Transportation Program currently. If there is anything you need from the Mono County LTC, please contact Co-Director Gerry Le Francois at glefrancois@mono.ca.gov or 760.924.1810.

Sincerely,



Fred Stump
Chair

cc: The Honorable Andreas Borgeas, California State Senate

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: July 8, 2019

FROM: Gerry Le Francois, Principal Planner

SUBJECT: 2020 Regional Transportation Improvement Program (RTIP) fund estimate and timeline

RECOMMENDATION:

Preview of 2020 RTIP and State Transportation Improvement Program (STIP) and timeline

FISCAL IMPLICATIONS:

The RTIP and STIP fund local and regional transportation projects in Mono County

ENVIRONMENTAL COMPLIANCE:

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

RTP/RTIP CONSISTENCY:

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

DISCUSSION

The STIP cycle occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The 2020 RTIP/STIP schedule is below:

CTC adopts Fund Estimate & Guidelines	August 14-15, 2019
Caltrans identifies State highway needs	September 15, 2019
Regions submit RTIPs	December 15, 2019
Caltrans submits final ITIP	December 15, 2019
CTC STIP hearing, North	January 30, 2020
CTC STIP hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC adopts STIP	March 25-26, 2020

From the draft STIP guidelines:

Statewide Fund Estimate. The 2020 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2023-24 and 2024-25. No new capacity is identified for the first three years. The estimate incorporates the 2019-20 Budget Act and other 2019 legislation enacted prior to the Fund Estimate adoption. Programming in the 2020 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2023-24 and 2024-25.

ATTACHMENT

- Table 2 County Share Estimate from CTC meeting of June 2019

2020 STIP Programming

-	Base	Total Target	Maximum
County	Share through 2023-24	Target through 2024-25	Estimated Share through 2027-28
Alameda	18,188	27,883	50,347
Alpine	0	164	833
Amador	3,939	4,594	6,113
Butte	533	3,972	8,467
Calaveras	0	784	2,599
Colusa	2,401	2,920	4,122
Contra Costa	24,969	31,607	46,987
Del Norte	0	0	0
El Dorado LTC	85	1,429	4,541
Fresno	39,856	47,173	64,126
Glenn	2,238	2,781	4,040
Humboldt	0	0	2,656
Imperial	0	775	8,788
Inyo	0	0	0
Kern	0	0	14,684
Kings	0	0	0
Lake	0	377	2,342
Lassen	3,991	5,487	8,364
Los Angeles	0	0	48,764
Madera	0	0	0
Marin	0	0	0
Mariposa	3,629	4,144	5,320
Mendocino	578	2,420	6,686
Merced	19,270	28,690	34,252
Modoc	0	456	1,991
Mono	3,005	5,161	9,810
Monterey	636	17,514	25,520
Napa	378	1,623	4,393
Nevada	1,492	2,520	4,901
Orange	0	10,975	52,892
Placer TPA	0	0	0
Plumas	1,835	2,575	4,291
Riverside	0	10,220	46,811
Sacramento	19,676	33,160	54,440
San Benito	0	0	0
San Bernardino	0	13,694	56,247
San Diego	2,250	23,020	71,142
San Francisco	1,548	6,472	17,880
San Joaquin	0	4,830	16,384
San Luis Obispo	0	2,907	11,391
San Mateo	683	5,694	17,304
Santa Barbara	0	0	6,908
Santa Clara	3,632	15,119	41,733
Santa Cruz	2,589	5,524	10,122
Shasta	1,577	3,698	8,613
Sierra	2,823	3,880	4,695

Siskiyou	4,633	6,091	9,470
Solano	5,147	8,156	15,126
Sonoma	0	0	6,523
Stanislaus	0	2,816	11,356
Sutter	6,803	8,629	10,592
Tahoe RPA	0	0	0
Tehama	0	1,156	3,659
Trinity	82	849	2,625
Tulare	0	0	7,400
Tuolumne	0	294	2,254
Ventura	48,926	64,041	78,164
Yolo	13,313	15,089	19,203
Yuba	5,221	13,848	15,355
Statewide Regional	245,926	455,211	973,226
Interregional	0	35,215	250,700
TOTAL	245,926	490,426	1,223,926

-	New Capacity
Statewide SHA Capacity	1,032,638
Statewide PTA Capacity	(542,212)
Total STIP Capacity	490,426

Mono County Local Transportation Commission

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LTC Staff Report

July 8, 2019

FROM: Hailey Lang, Planning Analyst

SUBJECT: Active Transportation Program (ATP) funding overview

RECOMMENDATION

Provide any direction to staff

FISCAL IMPLICATIONS

Not applicable

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP/RTIP CONSISTENCY

Not applicable

DISCUSSION

The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation.

ATP is funded from various federal and state appropriations in the annual Budget Act:

- One hundred percent of the federal Transportation Alternatives Program funds, except for the federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation;
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds;
- State Highway Account funds; and
- Road Maintenance and Rehabilitation Account (SB 1).

The ATP funds must be distributed as follows:

- Forty percent to the Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000.
 - These funds must be distributed based on total MPO population. The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines.
 - Projects selected by MPOs may be in large urban, small urban, or rural areas.
 - A minimum of 25% of the funds distributed to each MPO must benefit disadvantaged communities.
- Ten percent to small urban and rural areas with populations of 200,000 or less. Projects are competitively awarded by the Commission in these regions. Federal law segregates the Transportation Alternatives Program into separate small urban and rural competitions based upon their relative share of the state population.

- Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less.
- A minimum of 25% of the funds in the Small Urban Rural programs must benefit disadvantaged communities.
- Projects within the boundaries of an MPO with an urban area with a population of greater than 200,000 are not eligible for funding in the Small Urban or Rural programs.
- Fifty percent to projects competitively awarded by the Commission on a statewide basis.
 - A minimum of 25% of the funds in the Small Urban Rural programs must benefit disadvantaged communities.
- \$4 million per year through 2021-22 from the Road Maintenance and Rehabilitation Account to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified community conservation corps.
- Each ATP programming cycle will include four years of funding. New programming capacity for the 2019 ATP will be for state fiscal years 2019-20, 2020-21, 2021-22, and 2022-23.

There are five different application types:

- Large Project: Projects with a total cost of greater than \$7 million. Any project requesting over \$10 million must expect to have an onsite field review with Caltrans and Commission staff.
- Medium Project: Projects with a total cost between \$1.5 million to \$7 million.
- Small Project: Projects with a total cost less than \$1.5 million.
- Non-Infrastructure: Bicycle and pedestrian education, encourage, enforcement and evaluation projects.
- Plan: Development of community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.

Scoring criteria include: Benefit to Disadvantaged Communities (DAC), Need, Safety, Public Participation and Planning, Scope and Plan Consistency, Implementation and Plan Development, Context Sensitive and Innovation, Transformative Projects, Evaluation and Sustainability, Cost Effective, Leveraging, Corps, and Past Performance.

Additional programming and financial information:

- There is no funding match for ATP;
- The Commission encourages leveraging of additional funds for medium and large infrastructure projects;
- ATP is a reimbursement program;
- Eligible projects include infrastructure and non-infrastructure projects;
- The minimum request for ATP funds is \$250,000; and
- ATP allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension.

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Staff Report

July 8, 2019

TO: Mono County Local Transportation Commission
FROM: Gerry Le Francois, Co-Executive Director
SUBJECT: Mono County Overall Work Program (OWP) 2019-20

RECOMMENDATIONS

Receive update and provide any desired direction to staff

FISCAL IMPLICATIONS

None

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2019-20 was initially drafted through consultation with Mono County and Town of Mammoth Lakes staff, reviewed by the LTC, and submitted to Caltrans for review. The Commission adopted the OWP on June 10, 2019.

Attached are comment letters from LTC staff on the draft OWP and Caltrans' conditional acceptance.

ATTACHMENTS

- LTC response to District 9 comments from letter dated May 1, 2019, on the draft OWP
- District 9 conditional acceptance letter dated July 3, 2019

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June 28, 2019

Mark Heckman, Senior Transportation Planning Supervisor
Caltrans District 9
500 South Main Street
Bishop, CA 93514

Re: Response to comments on the draft 2019/2020 Overall Work Program (OWP)

Dear Mr. Heckman,

Thank you for the complete and thorough review of the Draft 2019/2020 OWP. As you are aware, the Commission did adopt the OWP on June 10. Most of the items in your comment letter have been incorporated into the adopted OWP. Other items might need a future amendment. Below in *italics* are responses to your comments and recommendations.

GENERAL COMMENTS

Several Work Elements have multiple fund sources making it difficult to establish if an activity is an eligible or ineligible expense. Please consider adding a column to each Work Element in the Work Activity Table that identifies what the fund source for that specific activity is, this will help us easily establish eligibility for RPA fund activities.

Where more than one funding source has been identified, staff will break out quarterly reimbursement reports by work activity task and which specific task has utilized RPA or PPM funding. For the next fiscal year (2020/21) OWP, staff will eliminate the commingling of funds.

We continue to encourage MCLTC to include: 1) more specific timelines for planning activities that have notable milestones, as well as 2) associated deliverables and final products. This would help District 9 to monitor progress and provide support for MCLTC requests for RPA reimbursement. Please refer to Section 2 the 2017 Regional Planning Handbook for more information.

Staff revised some estimated completion dates in Work Elements (WE) 200-12-0, 201-12-1, 202-16-1, 300-12-0, 614-15-2, 616-15-0, 617-15-0, 701-12-1, 803,13-1, and 900-12-1. Other WE are ongoing yearly tasks. Examples include 700-12-0 Regional Project Study Reports and 903-12-1 Regional Asset Management System. These elements are yearly WE to plan for future projects. Other WE with little funding and/or without definitive time frames or deliverables will be merged into existing WE or eliminated in the 20/21 OWP. We are prepared to provide a complete list of deliverables as part of the fourth quarter OWP final close out.

The following Work Elements indicate funding with RPA and PPM: 501-15-0, 600-12-12, 701-12-1, 800-12-1, 903-12-1, 1000-12-0. Please consider consolidating all PPM funded tasks into one Work Element.

PPM funding has been moved from WE 701-12-1, 800-12-1, and 1000-12-0. These are now RPA only. If we can redistribute commingled funding to one specific source, we will do so after the first quarter reporting period.

Please consider adding a new Work Element to promote advanced transportation technology vehicles and infrastructure activities and events throughout the Eastern Sierra. A Work Activity could include collaboration with the Inyo LTC (Local Transportation Commission) and Kern Council of Governments (COG) to sponsor an event during National Drive Electric Week in September to highlight the future of

electric vehicles and other transit related technology.

Comment noted. At close to 20 WE, staff believes this item could be accommodated under existing Work Element 614-15-2, Task 2 or 800-12-1.

Please ~~consider~~ adding a matrix for the Federal FASTACT factors, this will help identify which Work Elements are addressing specific factors.

Comment noted. Staff has added Appendix E.

Please consider adding a glossary of frequently used transportation terms and acronyms. This can serve as a reference guide to help readers, especially the public understand the overall document.

Comment noted. Staff has added Appendix D.

SPECIFIC COMMENTS

Introduction

Please remove: "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." According to United States National Bureau of Economic Research, the last recession in the United States ended in 2009. This sentence should be removed or updated to reflect the current economic environment.

Comment noted, change incorporated. Notwithstanding the National Bureau of Economic Research study, it typically takes Mono County longer to bottom out in recessions and longer to recover. In FY 2015/2016, some employees were still taking furlough days to help the county recover from the recession.

Please reword: "... have been influenced by development pressures of Bishop..." to "... have been influenced by the communities of..."

Comment noted, change incorporated.

Please consider changing "Wheeler Crest" community to "Paradise and Swall Meadows" since these names are often used colloquially.

Comment noted. The Mono County General Plan Land Use Element refers to this area as Wheeler Crest. The Regional Transportation Plan, Chapter 4 Community Policy Element and Mono County General Plan Land Use Element refers to this area as Wheeler Crest.

Please remove the statement that communities along US 6 "are experiencing increasing levels of truck traffic." As per the Eastern Sierra Freight Study (2019), freight volumes on US 6 are expected to remain relatively consistent and are not significantly increasing.

Comment noted, change incorporated.

Please reword: "Air travel to and from the Eastern Sierra has made substantial improvements..." to "An increase in air travel has triggered substantial improvements..."

Comment noted, change incorporated.

The Federal Planning Factors narrative states that there are "eight" planning factors, please revise this to say "ten." This is a consistent mistake over the past three years.

Comment noted, change incorporated.

Work Element 100-12-0. Agency Administration and Management

"Responsible" agency column needs to be filled out.

Comment noted, change incorporated.

Under the "Estimated Completion Column", "quarterly" is not capitalized.

Comment noted, change incorporated.

Please revise Task #3 of the Work Activity Table to read draft and final 2020-2021 OWP. In addition to this revision please include an estimated completion date of March 2020 and June 2020.

Comment noted, change incorporated.

Please include quarterly reports in Task #6 since that is a requirement for the OWP.

Task # 7 was added to WE 100-12-0.

Work Element 200-12-0; Regional Transportation Plan

First sentence of previous work section states the RTP was adopted on Dec. 11, 2018 - Please revise date.

Comment noted, change incorporated.

Please add "Conduct supplemental Regional Transportation Plan (RTP) level environmental review if necessary." to Task #6.

Added to Task # 8.

Please revise the Estimated Completion Dates in the Work Activity table. The RTP update should be completed by Fall 2019.

Comment noted, change incorporated.

End Products should include a Draft RTP and Final RTP.

Comment noted, change incorporated.

Please consult the RTP Guidelines to ensure all required activities are reflected in the Work Element.

Comment noted, change incorporated.

Work Element 201-12-1. Regional Trails

"Community level trail planning." is a sentence fragment, please revise.

Comment noted, change incorporated.

Please correct the Work Element funding source. PPM and RPA dollars are both dedicated to this Work Element.

Comment noted. While most of the work identified under this WE are planning related, a few items like specific alignments, or design requirements, might require the use of PPM funds.

Please identify which tasks are funded by RPA. If the task is funded by RPA, please explain how this has a direct correlation to regional planning and how it is an eligible planning activity.

Where more than one funding source has been identified, staff will break out quarterly reimbursement reports by work activity task and which specific task has utilized RPA or PPM funding. For the next fiscal year (2020/21) OWP, staff will eliminate the commingling of funds.

The current Regional Transportation Plan supports all modes to transportation and reduction of vehicle trips by residents and visitors. For example, Chapter 3 of the Regional Policy Element under Active and Non-Motorized Transportation Goal 12 states:

"Provide for the use of non-motorized means of transportation, which increases the proportion of trips accomplished by biking and walking, increases the safety and mobility of non-motorized users, enhances public health, and provides a broad spectrum of projects to benefit many types of active transportation users."

Just about every community in Chapter 4 of the RTP Community Policy Element, have a goal, objective, and/or policy supporting multiuse trail systems. A few examples are:

- *Antelope Valley, Objective 18.C*
- *Bridgeport Valley, Objective 20.B*
- *Bodie Hills, Policy 21.B.2*
- *Mono Basin, Objective 22.B*
- *June Lake, Objective 25.A*

Project Initiation Documents (PID) and Project Study Reports (PSRs) are not eligible for RPA

funding. Please *remove* from WorkElement.

Comment noted. PID or PSRs will not be developed with RPA funds. That is the reason this WE includes some PPM funding.

As written, "Pursue funding to implement multi use trails" is not eligible for RPA funding.

Comment noted. The product wording was changed to: Grant submittals to implement multi-use trails within communities.

Please provide Estimated Completion Dates for WorkActivities.

Comment noted. Some work activities are dependent on staff availability in the coming fiscal year.

Work Element 202-16-1. Regional Transportation Plan Implementation

This is no longer "a new Work Element" since it was in the 18-19 OWP.

Comment noted, change incorporated.

If this Work Element is going to supplement the RTP it should be much more specific to the tasks that will be performed in FY 19-20. There should be discussion of the RTP update in 2019 and the Work Activity should be reflective of this and not a copy and paste of the task that would have been completed during the 18-19 OWP.

The update of the 2015 RTP will be discussed at all upcoming Regional Planning Advisory Committee meetings (work activity 5). Other items included in the RTP update are work activity 1, 2, 6, and 7.

Task #7 and End Product #3: Rather than giving reference that the RTP is on a 4- year cycle, please provide definitive years of adoption.

RTP future years of adoption or updates would be 2019, 2023, 2027, etc.

Please revise the Estimated Completion Dates in the Work Activity table.

Work activity completion dates revised for 1, 5, and 7.

Please clarify the significance of Bi-State Action plan to regional transportation planning activities. If there is not a transportation nexus, reference to this document should be removed from this Work Element.

Item removed. The Bi-State Action plan can be accommodated under work activity 1 if sage grouse becomes a listed endangered species.

Work Element 300-12-0. Regional Transit Planning and Coordination

Under the discussion section, please add a comma to "...plan for transit route, scheduling, and signage improvements."

Comment noted, change incorporated.

Please correct estimated completion dates. There are only 28 days in February and 30 days in April and September.

Comment noted, change incorporated.

Please identify when the ESTA and YARTS plans will be completed

YARTS adopted its short-range transit plan in January 2019. ESTA's next update should be in 2021.

How often does "Collect transit needs for community" occur? Since the Social Services Transportation Advisory Committee (SSTAC) only meets one time per year in Mono County, where does the County LTC, i:JrTown, conduct the community outreach meetings? How is the information compiled? Do the meetings take place regularly (quarterly?) or as needed? If so, Caltrans should be alerted to these meetings as they occur, so the Caltrans Transit Representative can attend if needed.

Staff will meet with the Town of Mammoth Lakes, Social Services, and ESTA to better define

this work activity. A future OWP amendment may be necessary.

Caltrans District 9 has contracted a consultant to create a District-wide Intelligent Transportation Systems (ITS) plan, which will include transit elements. MonoCounty could incorporate the ITS Plan with Transit planning activities as a product.

Comment noted. Staff will consider amending this activity into the OWP at a future date.

Please include Rick Franz, District 9 Associate Transportation Planner in transit coordination. He can be reached at rick.franz@dot.ca.gov and (760) 872-5203.

Comment noted, change incorporated.

Work Element 501-15-0. Airport Planning

Please change the title of this Work Element to "Airport Access Planning."

Comment noted, change incorporated.

Is there any reason why other regional airports or airstrips, such as Lee Vining or Byrant Field, are not included under this Work Element?

Comment noted. These facilities have been added.

Tasks #1 and #2 contain ineligible Work Activities – they can be identified elsewhere but should be removed from the table.

Comment noted. Staff will consider amending these activities in a future update.

Please clarify the statement "All RPA funds will focus on land use and transportation planning at airport facilities." RPA funding is only eligible for issues related to ground access to and from the airport. Any fences or land use planning within the airport is not an eligible expenditure of RPA funds.

Comment noted. RPA funding language has been added.

Please identify when the Airport Land Use Plan was completed.

Comment noted. Bryant Field and Lee Vining Airport ALUPs are due for an update (2006 was the last update). Mammoth Yosemite ALUP has been identified for future grant funding by Caltrans Division of Aeronautics once funding becomes available. The plan dates from the mid-1980s. Again, any RPA and PPM funding will be used on access related issues.

End Products: Please provide more detail for Airport planning documents for airport facilities and User demand and use studies.

Comment noted. Staff will consider amending the end products in a future update.

Work Element 600-12-0. Regional Transportation Funding

Tasks #2 and #3 are ineligible Work Activities – they can be identified elsewhere but should be removed from the table.

Comment noted. Staff will recommend removing these items in a future update.

Work Activities 1 and 4 seem redundant. Please consider combining them into one activity.

Comment noted. Staff will recommend removing/combining these items in a future update.

Task #5: Please identify what deliverables will be produced in FY 19-20.

See below.

End Product #2: Please identify the End Product since RPA funds are only eligible for planning research and planning grants.

See below.

Please define the "final deliverable."

For the previous three comments, staff will meet with the Town of Mammoth Lakes and Mono County to better define this work activity. Based on agency needs and OWP requirements, staff will consider amending the end products in a future update.

Work Element 601-11-0. 395 Corridor Management Plan

Despite the Corridor Management Plan being completed, we had expected this Work Element to be carried into FY 19/20. Please clarify why this Work Element was removed.

The federal funding for this program was not reauthorized after Mono County received the grant. If the funding were to return and we identified projects that could be funded, WE 601 could be amended into a future OWP.

Work Element 614-15-2. Alternative Fueling Station Corridor Policy

Please revise the Estimated Completion Dates in the Work Activity table since the existing dates are not specific. Some of these activities have been completed or are nearly completed.

Comment noted, change incorporated.

Work Activities are mis-numbered.

Comment noted, change incorporated.

Work Element 616-15-0. Community Emergency Access Route Assessment

Task #8 in the Work Activity table is not an eligible activity with RPA funds. Please remove.

Comment noted, change incorporated.

Please include Work Activities that have been completed into the "Previous Work" narrative rather than indicating it as "completed" in the Work Activity table.

Comment noted, change incorporated.

Please remove, "With the ongoing drought conditions..."

Comment noted, change incorporated.

Work Element 617-15-0. Community Way-Finding Design Standards

Please clarify how this activity ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. Otherwise, please use another fund source for this Work Element.

Chapter 4 of the RTP Community Policy Element, have various goals, objectives, and/or policies supporting way finding. A few examples are:

- *Antelope Valley, Policy 18.D.1*
- *Bridgeport Valley, Policy 20.B.1.b*
- *Town of Mammoth Lakes, Policy M.1.3 and Action M.1.3.2*

"Previous Work" states, "Draft guidelines complete for both Town and County." If the guidelines are complete, please justify the need for the study and update the tasks to reflect next steps of the plan.

Comment noted, change incorporated.

Work Element 700-12-0. Regional Project Study Reports

"Bryant Field" is misspelled.

Comment noted, change incorporated.

PSRs are not a reimbursable expense under RPA funding. Please ensure that the funding source and amounts are the same on the Work Element funding table and RPA Budget summary.

Comment noted, change incorporated.

701-12-1. Regional Transportation Improvement Program (2020 RTIP) Update.

Please identify if each task is funded by RPA. PSRs are not a reimbursable expense under RPA funding.

PPM funding has been removed from this WE. Only RPA funding remains for this WE.

This Work Element amount is not accounted for on the RPA Budget Summary spreadsheet. Please ensure that the funding source and amounts are the same on the Work Element funding table and RPA Budget summary.

Comment noted, change incorporated.

Work Element 800-12-1. Interregional Transportation Planning

Please correct: "This also includes improves accessto national parks and national forest." to "This also includes improved access to national parks and national forests."

Comments noted, change incorporated.

Please add the Eastern Sierra Transportation Planning Partnership to Task #1. With the current funding atmosphere, it is important to re-affirm the importance of the Tri County MOU.

Comments noted, change incorporated.

Work Element 804-15-1. Community Traffic Calming and Complete Streets Design Standards

Please correct "...for complete streets and traffic-calming *measures*. for application..."

Comment noted, change incorporated.

Please correct "increase safety and livability of Town of Mammoth Lakes and Mono County communities."

Comment noted, change incorporated.

Please clarify how this Work Element ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. If this activity is funded through other sources, please identify them.

Government Code section 65302 (b) (2) (A) & (B) are State law requirements of any Circulation Element update for cities and counties. The RTP is the Circulation Element of the Mono County General Plan. This requirement is also known as "AB Assembly Bill 1358, The California Complete Streets Act."

Task #4 in the Work Activity table states "revise draft & conduct applicable CEQA review". Please *remove* this since it is an ineligible activity for RPA funds. If this activity is funded through other sources, please identify them.

Comment noted, change incorporated.

The RPA amount on the Work Element funding table does not match the RPA Budget Summary sheet.

Comment noted, change incorporated.

Work Element 900-12-0. Planning, Monitoring and Traffic Management Issues

Please clarify how this Work Element lies to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. otherwise, please use another source for this activity.

Please provide a completion date for "Transit user needs assessment & implementation

plans". When completed, please provide a copy of the plans to the Caltrans District 9 Transit Coordinator.

Please further clarify the End Products that will be produced within "Various transportation reports and studies to support planning efforts."

For the above three comments, staff will meet with the Town of Mammoth Lakes and Mono County to better define this work activity. Based on agency needs and OWP requirements, staff will consider amending this WE in a future OWP update.

Work Element 903-12-1. Regional Asset Management System

Please correct "... and assets contained within iR order to have the best..." to "... and assets within an order..."

The RPA amount on the Work Element funding table does not match the RPA Budget Summary sheet.

Comment noted, change incorporated.

Work Element 908-14-1. Regional Maintenance MOU

Please identify the "Final Deliverable" for Task #5 in the Work Activity table.

Please *revise* Work Activities and Estimated Completion Dates since many of the tasks have been completed.

For the two previous comments, staff will meet with the Town of Mammoth Lakes and Mono County to better define this work activity. Based on agency needs and OWP requirements, staff will consider amending this WE in a future OWP update.

Work Element 1000-12-0. Transportation Training and Development

All training that uses RPA funds must have a direct tie to regional planning.

Comment noted, all training activities will have a transportation focus.

Thank you, District 9, for your review of the draft 2019/2020 Overall Work Program. If future amendments and or adjustments are needed, we are willing to meet and discuss any desired changes.

Sincerely,



Gerry Le Francois, Co-Director Mono County LTC

Attachment

- 2019/2020 OWP submittal package

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
 500 South Main Street
 BISHOP, CA 93514
 PHONE (760) 872-0691
 FAX (760) 872-5225
 TTY 711
 www.dot.ca.gov



*Making Conservation
 a California Way of Life.*

July 3, 2019

Gerry LeFrancois
 Executive Director
 Mono County Local Transportation Commission
 PO Box 347
 Mammoth Lakes, CA 93546

Dear Mr. LeFrancois:

Caltrans is conditionally approving the Mono County Local Transportation Commission's (MCLTC) Final Fiscal Year (FY) 2019/20 Overall Work Program (OWP) based on the version received July 1, 2019. Austin West of my staff has reviewed your response to our comment letter and has been interacting with you regarding OWP approval.

Caltrans requires the following conditions be met for OWP approval:

- **Work Element 201-12-1. Regional Trails**
 - For this FY, we accept your response that Requests for Reimbursement (RFR) will break down tasks by funding source. However, we expect your next FY submittal will specifically identify Rural Planning Assistance (RPA) Work Activities or remove other funding sources from this Work Element.
- **Work Element 300-12-0. Regional Transit Planning and Coordination**
 - Please add language to this Work Element stating the frequency of community transit needs collection, the location and frequency of Social Service Technical Advisory Committee meetings, and methods for collection of information at these meetings.
- **Work Element 501-15-0. Airport Planning**
 - Tasks #1 and #2 contain ineligible Work Activities for RPA funds— they can be identified elsewhere in the OWP but should be removed from the table.
 - Please include the Airport Land use Plan completion date in Appendix C.
 - End Products: Please provide more detail for airport planning documents for airport facilities and user demand and use studies.
- **Work Element 600-12-0. Regional Transportation Funding**
 - Tasks #2 and #3 are ineligible Work Activities for RPA funds and should be removed from the table.
 - Task #5: Please identify what deliverables will be produced in FY 19-20.
- **Work Element 900-12-0. Planning, Monitoring and Traffic Management Issues**
 - Please clarify how this Work Element ties to regional transportation planning. A clear nexus to regional transportation planning is required to be eligible for RPA reimbursement. Otherwise, please use another source for this activity.
 - Please further clarify the End Products that will be produced within "Various transportation reports and studies to support planning efforts."

Mr. Gerry LeFrancois
 July 3, 2019
 Page 2

- **Work Element 908-14-1. Regional Maintenance MOU**
 - Task #5: Please identify the "Final Deliverable" in the Work Activity table.
 - Please revise Work Activities and Estimated Completion Dates since many of the tasks have been completed.
- **MCLTC must also complete and submit the following documents for OWP approval:**
 - FY 2019/20 Overall Work Program Agreement
 - FY 2019 FTA Certifications and Assurances

In addition, Caltrans still encourages Mono County to incorporate the following comments:

- **General Comments**
 - Several work elements have multiple fund sources making it difficult to establish if an activity is an eligible or ineligible expense. Please consider adding a column to each Work Element in the Work Activity Table that identifies what the fund source for that specific activity is, this will help us easily establish eligibility for RPA fund activities.
 - We continue to encourage MCLTC to include: (1) more specific timelines for planning activities that have notable milestones, as well as (2) associated deliverables and final products. This would help District 9 monitor progress and provide support for MCLTC requests for RPA reimbursement. Please refer to Section 2 the 2017 Regional Planning Handbook for more information.
 - Please consider adding a Work Activity, potentially under Work Element 614-15-2 or 800-12-1, to collaborate with the Inyo LTC and Kern Council of Governments to sponsor an event during National Drive Electric Week in September to highlight the future of electric vehicles and other transit related technology.
- **Work Element 600-12-0. Regional Transportation Funding**
 - Work Activities #1 and #4 seem redundant. Please consider combining them into one activity.

Caltrans FY 2019/20 OWP approval is based on the understanding that MCLTC staff ensure the preceding conditions are met in the form of a Formal OWP Amendment submitted no later than September 30, 2019 (end of Q1). Mono County LTC will not be eligible for RPA funds reimbursement until these conditions are amended into FY 2019/20 OWP.

If you have any questions, please contact Austin West at (760) 872-0792 or Austin.West@dot.ca.gov.

Sincerely,



RYAN A. DERMODY
 Deputy District Director
 Planning and Environmental

C: Caleb Brock, Office of Regional Planning

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
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LTC Staff Report

July 8, 2019

FROM: Hailey Lang, Planning Analyst

SUBJECT: Support Letter for Inyo County Local Transportation Commission's (LTC) Better Utilizing Investments to Leverage Development (BUILD) grant submittal for the Olancha/Cartago Four-Lane Widening Project

RECOMMENDATION

Letters of Support as required by Inyo County Local Transportation Commission. Action to authorize Co-Executive Director to sign. Provide any direction to staff.

FISCAL IMPLICATIONS

Not applicable

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP/RTIP CONSISTENCY

Not applicable

DISCUSSION

The LTC wrote a letter of support for Inyo County LTC's application for the BUILD grant. The grant is for the Olancha/Cartago Four-Lane Widening Project. The project area consists of a 12.6-mile upgrade of a two-lane highway to a four-lane access-controlled expressway from about four miles south of Olancha to four miles north of Cartago. The primary purpose of the project is to improve safety for the traveling public, including the goods movement sector, increase through-put, improve drainage, and add a new multi-use path undercrossing.

ATTACHMENT

- LTC letter of support for Inyo County BUILD grant

Mono County Local Transportation Commission

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

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

July 8, 2019

The Honorable Elaine L. Chao
Secretary of the US Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: Letter of Support on behalf of Inyo County Local Transportation Commission (LTC) for Better Utilizing Investments to Leverage Development (BUILD) grant

Dear Secretary Elaine L Chao,

The Mono County Local Transportation Commission (MCLTC) supports the application of the County of Inyo to the United States Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) competitive grant program for the Olancha/Cartago Four-Lane Widening Project.

This project consists of a 12.6-mile improvement on US 395 from a two-lane highway to a four-lane access-controlled expressway from about four miles south of Olancha to four miles north of Cartago. The primary purpose of the project is to improve safety for the traveling public, including the goods movement sector, by separating opposing traffic, reducing access points, and widening shoulders. The project would also increase throughput by reducing peak traffic congestion, improving drainage, and fill in a critical void between existing sections of a four-lane divided expressway. The project will include new shoulders, a new multi-use undercrossing, Class III Bike Route, bus turnout, and intersection improvements that will benefit pedestrian and bicycle mobility. The total amount requested for the BUILD grant is \$25 million.

This is a Memorandum of Understanding (MOU) project dating from 1998 between Caltrans (District 9) and the counties of Inyo, Mono, and Kern. BUILD funding is an integral part of completing this upgrade on an important interregional route.

This project is essential for the development and growth of the Eastern Sierra and for California. The Project is recognized as regionally significant through the MOU among the counties of Kern, Inyo, and Mono. Caltrans also supports this Project as one with significant economic, safety, and efficiency benefits.

Sincerely,

Gerry Le Francois
Co-Executive Director

06.26.19

Good Morning All,

Great News! Park staff is very supportive of extending the service until October 31, 2019, or when Tioga Road closes, whichever comes first. There will be one daily bus in October from Mammoth Lakes to Yosemite Valley.

Effective immediately, we have extended reservations for Hwy 395/120 through October 31, 2019. Information will be posted on our website and social media pages today. If we all spread the word, I'm pretty sure we'll see great ridership this year by implementing this extension.

Thanks for all of the input!

Cindy Kelly
Assistant Transit Manager
Yosemite Area Regional Transportation System



369 W. 18TH Street
Merced, CA 95340
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Email: Cynthia.kelly@yarts.com
Web: www.yarts.com
Facebook: <https://www.facebook.com/rideyarts>

June 14, 2019

The U.S. Senate will soon consider S. 349, the "Reviving America's Scenic Byways Act of 2019," a bill to restart the National Scenic Byways Program! The same bill passed the U.S. House of Representatives, on a 404-19 vote, earlier this year. Your Senators [need to hear from you today](#) in support of scenic byways.

[Click here to take action in support of scenic byways!](#)



Scenic America has been working hard, along with a coalition of allies, towards the goal of reviving the National Scenic Byways Program, and we're getting closer than ever to victory.

But our work is not done, and we need your help to keep up the momentum towards the finish line. Please [contact your U.S. Senators today](#) in support of scenic byways!

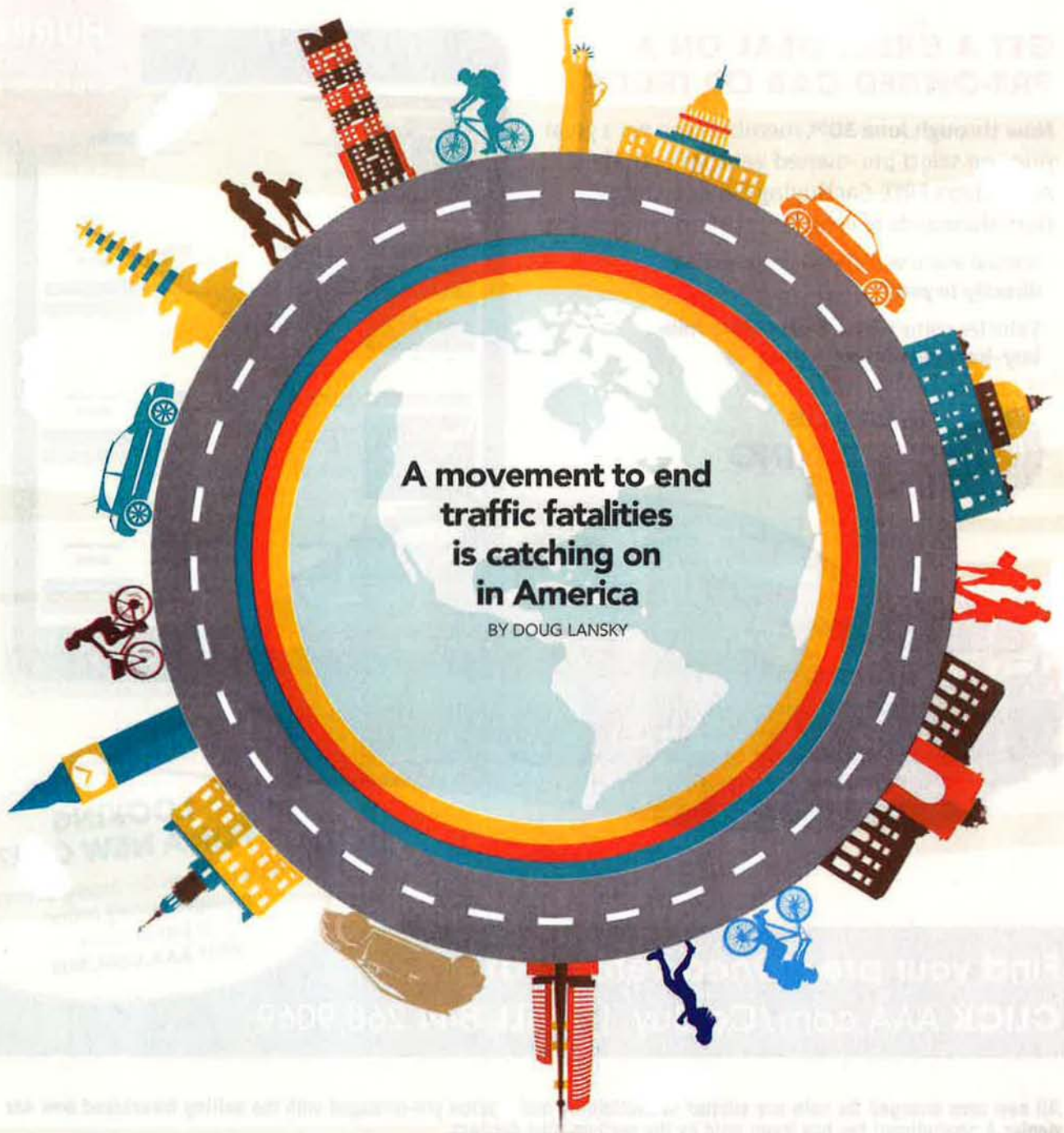
Thanks for your help,

A handwritten signature in blue ink, appearing to read 'Mark Falzone'.

Mark Falzone

President

Can Swedish Thinking Make the World's Streets Safer?



A movement to end traffic fatalities is catching on in America

BY DOUG LANSKY

When I got my driver's license in the United States at age 16, I wanted every road to be the autobahn. I drove too fast on residential streets. To be honest, I drove too fast everywhere. Luckily, the only price I paid was one speeding ticket and the shame of a few unhinged parents waving their fists at me.

Fast-forward 30 years and now I'm the unhinged parent wishing those hormonal teenage drivers would slow down. Only, I'm doing so in Sweden, where I've lived since 2002. Even here, in one of the world's safest driving countries, officials have not found the perfect cure for impetuous young drivers—yet. But they're getting surprisingly close.

Their not-so-secret weapon? A movement named Vision Zero that turns the conventional approach to road safety on its head. Instead of looking at traffic injuries and deaths as the inevitable price of mobility, Swedish road-safety experts called these deaths unacceptable and said that we all have a moral obligation to end them. ("Zero" refers to zero traffic deaths or serious injuries—the movement's goal.)

The Swedes concluded that the traffic engineers and officials who design roads and laws have been looking at the wrong data all these years. The emphasis shouldn't be on preventing all vehicle collisions, they decided. Instead, the goal should be to eliminate those that lead to serious injuries and fatalities. To accomplish this, they needed to home in on the right data and not get sidetracked by fender benders.

You could say the Swedes stole a page from Billy Beane's playbook. Just as the former Oakland A's general manager transformed baseball by emphasizing different statistics in decision-making, a move immortalized in the book and movie *Moneyball*, Swedes are transforming traffic safety by focusing on key collision data and using it in innovative ways. In other words, Swedes have "moneyballed" traffic management.

How effective is this approach? From 2000 to 2014, Sweden experienced one of the highest rates of decline in road fatalities per miles driven of all industrialized nations. What's more, the country saw a roughly 40 percent greater drop than the U.S. did over the same period. A range of factors undoubtedly contributed to the decline, from safer vehicle technology to better road engineering, but Vision Zero was among them.

The shift has put Swedes on a path toward easing a global health crisis. According to the World Health Organization, collisions kill well over a million people every year. That might explain why Vision Zero is

now gaining traction in other countries. In the United States, where 32,000 people are killed in crashes annually, about two dozen cities have adopted the movement, including Los Angeles (see page 59) and San Diego. It's under consideration in Santa Monica, Long Beach, and Santa Barbara.

A Vision Is Born

Vision Zero was created by the Swedish Transport Administration after it merged with the Swedish Road Safety Agency in the 1990s. Safety advocates within this governmental organization, led by Claes Tingvall, who was the director of traffic safety, drafted a plan to eliminate traffic deaths and serious injuries in the country. Founded on this Vision Zero document, the Road Traffic Safety Bill was adopted as a national policy by the Swedish Parliament in 1997; it placed implementation in the hands of 288 municipalities. Some cities have been slow to embrace the plan. Others have adopted large portions of it.

Prior to the late 1960s and early '70s, Swedish policies focused on deterring bad driving behavior. Studies show that human factors cause more than 90 percent of accidents, so legislators used tools like speeding tickets, drunk-driving penalties, seat belt requirements, and extensive education to correct for human error. (Sound familiar?) While this approach has saved countless lives, its effectiveness might have reached its limits.

At Vision Zero's core is the notion that preventing crashes must be the responsibility of those who design and maintain roads, as well as those who create traffic laws and regulations.

"Two basic ideas drive the science," says Swedish traffic-safety strategist Matts-Åke Belin, PhD, an architect of the original plan who now travels the globe helping other countries implement Vision Zero. "The first is that energy kills." And by energy, he means speed. Through research, experts now understand that the speed a car is traveling has a direct bearing on a crash's outcome but varies by situation. "For example," Belin says, "when a car is going 50 mph and gets into a collision, even a head-on collision, most passengers will survive. Above 50 mph and the chances aren't so promising. If a pedestrian is struck by a car going 30 mph, the survival rate is 20 percent. But at 20 mph, the survival rate jumps to about 80 percent."

"The second idea," Belin says, "is that energy can be managed through design." In other words, roads can be better engineered for survival. Perhaps the best example is the speed bump. A speed-limit

sign asks the driver to comply; a speed bump all but forces compliance by making a speeding driver uncomfortable. "Vision Zero factors in that the driver might be adjusting the radio or refereeing an argument in the backseat and can fail to observe the speed limit," Belin says. "So we want to empower road engineers to create a safe environment under any situation."

Not all Vision Zero-related changes are as intrusive as speed bumps. To prevent head-on collisions on roads with speed limits over 50 mph, Vision Zero recommends a median separating opposing traffic. In fact, this may be the biggest life-saving design Sweden has implemented. On high-speed rural roads, the so-called "2 plus 1" road separates oncoming vehicles with a steel cable barrier (which is safer than a solid guardrail) and allows each direction of traffic alternating use of a middle passing lane. To call this design a success is an understatement. In Sweden, this change has cut fatalities on roads where it has been implemented by 79 percent.

Even the classic four-way traffic light has been moneyballed. "When someone runs a red light, the accident is very serious and often fatal," Belin says. "Now compare that to roundabouts. They may be trickier to navigate and there may even be more total accidents, but studies show the accidents are far less serious and total fatalities are dramatically lower than with stoplights."

If some of this sounds familiar, it might be thanks to Volvo. The carmaker showed that safety could be a profitable selling point using the same philosophy: Anyone can get in an accident, so car design must help drivers survive.

Thinking Outside the Lane

Changes I've seen on Swedish roads have long fascinated me. Where Swedes haven't implemented the 2 plus 1 road system (because of budget constraints or challenging terrain), they've frequently employed speed cameras—but not in the way you might expect. While driving to one of my favorite beaches south of Stockholm, I pass signs warning of speed cameras ahead. Why, I've always wondered, are authorities warning me? How do Swedes expect to generate revenue if they give drivers plenty of time to slow down?

Turns out, Swedes don't care all that much about making money from the cameras. "Our goal is to get people to slow down and drive more safely," Belin says, "and we can get better compliance if we focus less on revenue."

Sweden's response to mobile phones has also

perplexed me. While other European countries have outlawed use of the devices while driving, Sweden hasn't. Instead, Belin says, Swedes are working with car manufacturers to design a better phone interface—"one that allows only voice activation while driving and locks up the keypad at certain speeds." Apple's CarPlay, a voice-, knob-, and touch screen-controlled iPhone system built into select cars, is an example.

Swedes have used engineering to try to prevent drunk driving, too. "In Sweden, school bus drivers cannot start [some buses] until they blow into a dashboard-mounted Breathalyzer," Belin says. "If every car were fitted with an Alcolock, we would be close to reducing drunk-driving deaths to zero." In the U.S., the National Highway Traffic Safety Administration is testing two related devices.

The Price of Safety

Despite the reduction in traffic deaths in Sweden, Vision Zero has its share of critics. Many who'd pushed for stronger driver education and human-behavior fixes have been reluctant to support an emphasis on road design. Others have questioned the price tag. Early cost-benefit analyses estimated that Sweden has spent about \$100 million per saved life (the 2 plus 1 road has cost about \$3 million per saved life, a figure that drops with each passing year).

Some people also have taken issue with the name, arguing that Vision Zero is not really aimed at zero deaths, but simply at decreasing fatalities. The Zero, they argue, is just catchy marketing. That may be, but perhaps reducing traffic deaths needs a little catchy marketing.

Nevertheless, Vision Zero is spreading, and Belin sees bigger gains on the horizon. With driverless and semiautonomous cars already entering traffic, the burden of safety will shift even more to carmakers.

"We're in communication with car manufacturers every day to help make sure the cars can better interpret and handle the road systems," Belin says, "and this technology will allow many cities and countries to leapfrog much of the human-based regulations as they achieve higher levels of safety."

The way he sees it, we're rolling in the right direction.

Doug Lansky is an American writer and keynote speaker based in Stockholm, Sweden. Even though the roads are quite safe, he still prefers to get around by bicycle whenever possible.



A Hollywood Intersection Gets a Vision Zero Makeover

BY JIM BENNING

On a cool afternoon in the heart of Hollywood, as tourists gawked at Batman and Superman impersonators in front of the Dolby Theatre while a guy in a bucket hat did the moonwalk, Tim Fremaux looked out at pedestrians crossing the busy street and smiled.

Not long ago, the intersection of Hollywood Boulevard and Highland Avenue (pictured) had a reputation for being crowded, chaotic, and collision prone. But as part of Los Angeles' Vision Zero efforts, Fremaux and other L.A. Department of Transportation engineers reconfigured its traffic signals. Rather than allowing cars and pedestrians to cross in the same direction at the same time, as they had for years, the engineers installed a "scramble" crosswalk that permits pedestrians to cross only when all cars stop, and then prohibits pedestrians from crossing when automobiles roll.

Initial results have been promising. Before the change, the intersection averaged 1.5 pedestrian-involved collisions a year, with other crashes occurring, too. After the change took effect in November 2015, the number of collisions dropped. In 2016, only two minor crashes occurred, and neither involved pedestrians.

While few L.A. intersections might qualify for scrambles like this one—high pedestrian volume and a history of crashes typically are needed—Fremaux believes the drop in collisions shows Vision Zero's potential in L.A.

Los Angeles is relatively new to the movement. City officials approved the initiative in 2015 and soon after set about analyzing local accident data. Their findings were striking: While

pedestrians and cyclists were involved in only 14 percent of collisions, they accounted for 43 percent of all traffic deaths in 2014. What's more, almost two-thirds of all fatal accidents occurred on only 6 percent of city streets.

In January, the city announced a plan to cut traffic deaths by 20 percent by year's end, and to eliminate traffic fatalities altogether by 2025. Under the plan, engineers prioritize safety over traffic flow, and emphasize changes that will protect those most at risk: children, older adults, cyclists, and pedestrians. Officials are targeting corridors and intersections where serious and fatal accidents involving pedestrians and cyclists occur most often.

Among the strategies the city plans to employ: extend curbs at some intersections to improve visibility and reduce distances that pedestrians must cross; add "leading pedestrian intervals" at key crosswalks to give pedestrians a few seconds to begin crossing—and catch drivers' attention—before cars get the green light; and enforce existing traffic laws. A \$2 million education campaign is also in the works, and the Auto Club is supporting this effort with safety resources and other informative materials.

Vision Zero represents a major shift in thinking about traffic safety. For a city that's synonymous with car culture—L.A. did, after all, serve as the backdrop for the movies *Speed* and *The Fast and the Furious*—that's no small thing. But Fremaux believes the time has come. "The culture," he says, "is ripe for change."

Jim Benning is a features editor at Westways.



**U.S. Department
of Transportation**

Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

June 12, 2019

RECEIVED
JUN 21 2019
Mono County CDD

Mr. Gerry Le Francois
Co-Executive Director
Mono County Local
Transportation Commission
PO Box 347
Mammoth Lakes, CA 93546

Dear Mr. Francois:

Thank you for your letter supporting funding for the Kern County's Freeman Gulch Widening #2 Project under the Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program established by the 2015 Fixing America's Surface Transportation Act.

The Department believes that, with the right incentives, project sponsors across the country can make dramatic, long-term improvements in the way our country delivers and maintains our transportation infrastructure. As a result, the Department issued a Notice of Funding Opportunity in the Federal Register on December 21, 2018, announcing the INFRA funding opportunity for Fiscal Year 2019, project selection criteria, and application requirements. The deadline for submitting final applications was 8:00 pm EST on March 4, 2019. Please be assured that all properly submitted applications will receive full and careful consideration.

Your knowledge of the transportation needs in your area is valuable and your interest in the INFRA program is appreciated.

Sincerely,

Finch Fulton
Deputy Assistant Secretary

NEWS RELEASE



Date: July 2, 2019
District: 9 / Headquarters
Contact: Florene Trainor
Phone: (760) 872-0603
Contact: [Tamie McGowen](#)
Phone: (916) 657-5060

FOR IMMEDIATE RELEASE

More Than Half a Billion Dollars Allocated to Preserve and Upgrade Highways and Bridges for All Californians

CTC Allocation of SB 1 Funds Helps Caltrans Stay on Target to Reach 2027 Goals

SACRAMENTO – The California Transportation Commission allocated more than \$533 million for 120 State Highway Operation and Protection Program (SHOPP) projects throughout California, including more than \$229 million for 42 fix-it-first projects funded by Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017.

Projects allocated SB 1 funds at the June CTC meeting will improve 11 bridges, more than 346 lane miles of pavement, upgrade 547 congestion reducing devices, and repair 155 culverts to prevent flooding on highways.

Area Active Transportation Program projects allocated funds include:

- **City of Bishop:** \$943,000 project will construct bike lanes, creek crossings, pedestrian pathways, and street widening, including curbs, gutters, and sidewalks on Spruce, Yaney, and Hanby Streets in the City of Bishop. This project will remove the current gaps in the pedestrian and bicycle transportation network and increase pedestrian safety, mobility, and accessibility.
- **Boron and Desert Lake Pedestrian Path:** \$1,510,000 project will construct a six-foot-wide, paved multi-use path for 1.5 miles and 1 mile of sidewalks connecting Desert Lake to Boron and community destinations, including ADA compliant sidewalks, high visibility crosswalks, solar-powered street lights, and pedestrian crosswalks. Construction would occur along portions of Twenty Mule Team Road, Boron Avenue, Del Oro Street, John Street, & Boron Park.

Other SB 1 funding included \$20 million for the Trade Corridor Enhancement Program, which is dedicated to projects that will improve truck corridors, border access, the freight rail systems, the capacity and efficiency of ports, and highways to better handle and move freight.

More than \$8.2 million of SB 1 funding was also allocated to the Local Partnership Program (LPP) to help match investments that local communities have made in their region through voter-approved transportation tax measures.



BE WORK ZONE ALERT





NEWS RELEASE

In addition, the CTC approved an allocation of more than \$22.9 million in SB 1 funds for 30 locally administered Active Transportation Program (ATP) projects, which range from improving sidewalks and bicycle lanes to creating safer routes to school for children who ride their bicycles or walk to school.

SHOPP is the state highway system's "fix-it-first" program that funds safety improvements, emergency repairs, highway preservation and operational highway upgrades. A significant portion of the funding for this program comes from SB 1.

Since SB 1 was signed into law April 2017, Caltrans has repaired or replaced 115 bridges and paved almost 1,500 lane miles of the state highway system.

SB 1 invests approximately \$5.4 billion per year to fix roads, freeways and bridges in communities across California as well as strategically investing in transit. These funds are split equally between state and local projects and will allow Caltrans to fix more than 17,000 lane miles of pavement, 500 bridges and 55,000 culverts on the state highway system by 2027.

More information and updates on these and other projects can be found on Caltrans' social media channels: <http://www.dot.ca.gov/paffairs/social-media.html>.

Caltrans is committed to conducting its business in a fully transparent manner and detailing its progress to the public. For complete details on SB 1, visit <http://www.rebuildingca.ca.gov/>.

###



BE WORK ZONE ALERT

