

Mono County Local Transportation Commission

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AGENDA

May 14, 2018 – 9:00 A.M.

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of April 9, 2018 – **p. 1**
4. **PUBLIC HEARING:** Unmet Transit Needs (*continued from April 9, 2018*).
 - A. Receive input & testimony from public & Social Services Transportation Advisory Council, provide feedback to staff about evaluation of unmet needs, & provide any other desired direction to staff (*Michael Draper*) – **p. 5**
 - B. Adopt Resolution R18-04 on Unmet Transit Needs & provide any desired direction to staff (*Michael Draper*) – **p. 11**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Wildlife fencing update (*staff*)
 - B. Discuss and consider Chair's signature on letter to District 9 regarding recent fatalities on US 395 (*Gerry Le Francois and Brent Green D9 Director*) – **p. 13**
 - C. Approve Minute Order 18-04 and Adopt Overall Work Program (OWP) 2018-19 (*Gerry Le Francois*) – **p. 16**
 - D. Update on Eastern Sierra Recreation Partnership (ESRP) (*Commissioner Wentworth*)
 1. ESRP Challenge Cost Share Agreement – update – **p. 61**
 2. Eastern Sierra Recreation Coordinator: County/Town shared position – update – **p. 102**
 3. Prop. 68 - update
 - E. Town/County E-Bike policy (*Joel Rathje*)
7. **ADMINISTRATION**
 - A. Discuss and Support for Prop. 69 to protect existing transportation funds – **p. 106**
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 - B. Yosemite Area Regional Transportation System (YARTS)
 1. Mammoth/June Lake focus on YARTS
9. **CALTRANS**

More on back...

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

- A. Pass openings
- B. AADT (Average Annual Daily Traffic) for 2017 – **p. 110**
- C. 2018 construction map – **p. 115**
- D. Activities in Mono County & pertinent statewide information

10. **INFORMATIONAL**

- A. Comment letter: Roadway debris sweeping – **p. 116**
- B. YARTS reservations by corridor – **p. 117**

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to June 11, 2018

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

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

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DRAFT MINUTES

April 9, 2018

COUNTY COMMISSIONERS: Fred Stump, Stacy Corless, John Peters

TOWN COMMISSIONERS: Sandy Hogan, John Wentworth, Shields Richardson

COUNTY STAFF: Gerry Le Francois, Wendy Sugimura, Megan Mahaffey, Michael Draper, Garrett Higerd, CD Ritter

TOWN STAFF: Grady Dutton, Haislip Hayes,

CALTRANS: Brent Green, Austin West, Terry Erlwein, Tom Nipper

ESTA: John Helm

SSTAC: Maggie Palchak, Molly DesBaillets, Rick Franz, Finlay Torrance, Megan Foster, John Helm

PUBLIC: Bill Boyes, CHP; Ted Carleton, The Sheet; David Easterby, State Farm; Wendi Grasseschi, Mammoth Times;

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Wentworth called the meeting to order at 9:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.
2. **PUBLIC COMMENT:** Mono CAO Leslie Chapman introduced interim Public Works Director Doug Wilson.
3. **MINUTES**

MOTION: Approve minutes of March 12, 2018, as amended: 1) Item 4, last line: Town/Mono position for ~~transportation recreation~~ resources not named. 2) Item 5C, graph 2: Alt ~~fueling recharging~~ stations; 3) Item 5C, graph fourth from end: Caltrans not want to get into business of ~~vehicle charging stations~~; 4) Item 6B, line 2: Agreement ~~not need formal signature will need formal signature but may proceed without formal agreement~~; 5) Item 7B, graph two: Supervisors YARTS kickoff met last Friday, minus Corless and Gardner, who were at Mono Supervisors meeting; 6) Item 6A, graph sixth from end: doing eBike maps programs... graph fourth from end, but ~~construction~~ duration could be shortened. (*Hogan/Stump. Ayes: 6-0.*)

4. **UNMET TRANSIT NEEDS. OPEN PUBLIC HEARING:** Michael Draper outlined public process and defined terms. John Helm mentioned Antelope Valley RPAC requested DAR transport to Gardnerville for medical services.

Peters stated reimbursable avenues already exist. Find someone to transport, get reimbursed for fuel and expenses. Request was without knowledge of other option people are using. Sometimes direct transport for seniors. Maybe look at what ESTA operates, how DAR could potentially be part of matrix.

Helm documented all that came up at past meetings.

Hogan saw frustration of asking/not receiving as communication issue. Meet once/year. Mono gives money to transit. SSTAC brings up every time. Mono gives communities chance to speak. June Lake ridership funded, but then dropped off. Public service as well as employees. Transportation is huge, long planning effort, some back in the 1990s. Maybe a wish list? Input opportunities wonderful. LTC needs to hear from SSTAC.

Stump recalled Tri-Valley repeatedly showed up, denied. 50% of budget goes to medical transport for seniors to cities. Transportation budget stressed. Senior programs regionalized by State. Eastern Sierra Area Agency on Aging. Inyo has more seniors, so administers program and provides meals. Inyo BOS is governing board, encouraged to come to LTC.

Peters serves on same commission. What about Inyo and Mono LTCs work together? Stump talked to Inyo Supervisor Totheroh, Inyo LTC already part of it. Encouraged them on presentation to Mono LTC. Lack of specialists impacts senior population. Home-delivered meals have gone up by a third. Rather than more June Lake, consider senior transportation.

Corless hears Old Mammoth needs reliable, long-term transportation solution for seniors and getting kids to school.

Hogan recalled things often moved into a project, even if long range. Peters thought "not unmet need" should not be discounted or become moot point. Formalize as request that could see funding one day.

SSTAC comments:

Molly DesBaillets: Recently learned at First 5 Spanish speakers call to arrange transportation. Mechanism to partner with DAR (Dial-A-Ride). Bilingual interpretation for DAR specifically.

Maggie Palchak cited connectivity Bishop to Mammoth, Whitmore Pool, Convict and Crowley. Need lifts on buses operational, drivers knowledgeable. Situation improving dramatically.

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

Finlay Torrance cited low-paid workers, workforce housing shortage, more daily buses to/from work, standard of living. More consistent service to enjoy resources here, not just worker commute.

Megan Foster: Thanked for Walker Friday DAR, which was on wish list long time, finally happened.

Molly DesBaillets suggested revising matrix.

John Helm announced meeting at Town Wednesday afternoon for public input.

Stump cited contingency for senior program, small amount of funding awarded. Aging population, limited economic capacity. Appreciated staff here today. Citizens impatient with bureaucratic impediments. When wanted to reduce speed limit from 60 mph in Chalfant, District 9 tried to help but Caltrans headquarters denied.

Cost to reestablish Gray Line? Helm stated \$120,000-\$150,000. Dedicated small bus for that area. Fix for summer is turnaround farther out Old Mammoth Road, much more convenient at no additional cost. **CLOSE PUBLIC HEARING.**

5. **COMMISSIONER REPORTS: Stump:** See above. **Corless, Hogan, Holler:** None. **Peters:** Five-year road CIP (Capital Improvement Program) presentation to Antelope Valley and Bridgeport Valley in Town Hall April 11. Funding to gas tax important. Almost opening Green Creek bridge, spearheaded by Garrett Higerd. Should be award-winning. Spring runoff washed out temporary bridge. Stump showed up at Mammoth Yosemite Airport to greet Mrs. Peters returning from Colombia. **Wentworth:** Climate change group convened by State in San Francisco on Monday. Need Town and County to participate. Ambitious website: resilientcalifornia.org Extracts defining our region need local eyes. Climate change program not optional. USFS leadership team on sustainable recreation conference. Mountain Venture Summit focus on mountain communities. Organizers coming to Mammoth next year.

6. LOCAL TRANSPORTATION

A. Unmet transit needs expectations: Gerry Le Francois recalled LTC allocated money to roads in 2002. Need for SSTAC to meet, gives once-a-year snapshot, what's working, what's not. Important information gleaned.

Rick Franz suggested patterning after Inyo: SSTAC meeting prior to LTC so all on same page not random.

Sugimura indicated SSTAC used to meet separately prior, held its own public hearing. Authority to do that. White paper suggested consolidating SSTAC and LTC hearing. Historically not go to RPACs yearly, intermittent. Same input over and over, nothing done, but good things came out of it – Walker DAR, June Lake shuttle.

Hogan saw coordination missing. Maybe schedule meetings earlier. Complainers eventually start being part of solution. Corless thought LTC could capture things that don't even qualify this time. Peters thought some requests could qualify as community need.

Stump viewed impact as more global than just transportation. Don't need to speak up, not listen to me. People disengage, why show up? When continually blow people off on 60-mi stretch of highway, people are lost.

B. Recent US 395 accidents south of Bridgeport: Fred Stump requested this discussion after last week's BOS meeting. Desire to push forward in more immediate sense. Seven fatalities since first of year demand attention. BOS sent item to Caltrans for immediate action. Requested LTC ask for action. Willing to divert Conway Summit money, look at this area.

Brent Green suggested crafting letter after facts on table: Expectation for Caltrans to do something; can do some things without headquarters approval. Seeking LTC help. First responders never want to go to a fatality, Caltrans responds as well. Caltrans challenge is section of road in good condition, capacity 4x what's there. Very unusual. Causes not exactly same. Preventive solutions good in some situations, not in others. Guard rail not up for discussion, as fixed objects sometimes worse. Same goes for other fixes. Terry Erlwein sees both sides working with sheriff and CHP. Final parting words: drive safely.

CHP's Bill Boyes noted huge increase in fatalities despite fewer accidents. Enforcement is part of puzzle. Factors include DUI, cell phones and weather. No reason for some collisions. Ten fatalities since last May. CHP reached out to Caltrans at once. Simple solution: Daylight headlight section (10-20% reduction). Would drivers see it? Make difference? Rumble strips show reduction. Takes time, money, community support. CHP's 20 staffed officers average 700 citations/month, 9-10 DUI/month (way too high). Sheriff and CHP proactively try to prevent. Been to seven of eight collisions personally. Not just certain areas but throughout county. No specific location. Lots due to speed, crossing over double yellow, unsafe turn. May never know what caused last four fatalities.

Erlwein stated Caltrans sees accidents as first responders. Daylight headlights takes agreement between Caltrans and CHP. Rumble strip in problem areas could be proposed for next fiscal year, but controversial in Mono. Very loud, multiple requests to remove when too close to [people]. In long term, shoulder widening with time and space to react reduces 50% of all accidents. Doing so already. Double yellow not as simple as it seems. Huge lack of passing opportunities.

Modify project already approved? Considered projects on 395. Four lane top Conway to Bodie Road. Reprogram? Erlwein cited relieving pressure of passing south of Bodie Road.

Green indicated funding should not be an issue. Widening needs environmental study.

Peters urged proactive approach by all agencies. Get statistical data current, no backlog of info. Maybe reduce speed limit. Nevada into Mono 55 mph, but Sonora to Conway 65 mph. Signage can be distracting as well as informative. Constant construction or winter conditions increase risk to traveling public and officers. How to heighten awareness? Center lane passing in Walker: Impact to first responders and FPDs can't be quantified. Behavioral Health has held debriefings. People are concerned, fearful. Work together toward solution, be proactive.

Corless wanted specialized messaging for deer migration. Assuage local travelers. Temporary signage? Erlwein thought it could slow people down. Caltrans lives in liability land, so careful of type of signage. Direct attention to road and how driving. Portable message signs are set by survey. Maybe write an edict on two-lane undivided highway. Speed limit = speed everybody's driving. Stump wanted Chalfant included in any legislative fix.

Erlwein found pennant-shaped signs on wrong side of road are effective short term. Downtown Walker signs within two weeks.

In recent four-fatality accident, CHP Boyes found no evidence of illegal passing. Speeding noted earlier, crossed yellow line.

Sheriff Braun concluded can't ever know how it happened. Inattention: coffee cups, phones iPads, radio. Maybe medical incident. Working together with Caltrans and CHP on speed, unsafe passing. As coroner, see this. Hard on everyone to see and deal with aftermath that's destroying our community. People who know roads stress enforcing and following rules. Many running late, put phone out of reach. If important, will call back.

Dave Easterby of State Farm noted increased traffic on two-lane stretch of highway. Edict in his office – come with problem, come with solution. Widening shoulder well worth it. From insurance standpoint, largest increase of accidents = distracted driving.

Le Francois noted future LTC and BOS items. Could authorize letter to District 9 on short-term actions. Longer term: Other funding sources. Passing lanes either direction from Bridgeport.

Stump favored several short-term actions by Caltrans. Letter stating problem, acknowledging Caltrans response, supporting those actions. Go to Caltrans headquarters, encourage its support. Noted rumble strip impact in canyon during summer.

Peters thought with Mono's good rapport, maybe go directly to CTC about two-lane issue. Emphasize that fatalities draw high level of professionalism, and State needs to back these efforts.

CHP Boyes has accurate statistics up to March 19. Of 195 traffic fatalities last year, 3% in our area. Driving is dangerous. Pay attention. Defensive driver will survive. Any fatal accident is too many.

Haislip Hayes thought in Cycle 9 call for projects, \$140 million could help.

Erlwein wanted any message that meets criteria specifically related to traffic control. Tailor messages.

Hogan noted Nevada's focus on distracted drivers, especially cell phone. CHP Boyes announced distracted driver awareness month in April. Social media messages from CHP or sheriff to younger demographic.

Peters wanted passing lane ahead signs vs. wondering. Erlwein noted signs placed at four miles and two miles.

Summary of suggestions: Double-yellow lines, shoulder widening, passing lanes, reduce speed limit, daylight-headlight sections, rumble strips, guard rails, reduce driver distractions and inattention, signage (passing lane ahead, portable message signs, and pennant-shaped signs on wrong side of road).

--- Break: 10:50-10:56 a.m. ---

C. LTC audit 2016-17: Megan Mahaffey distributed audit and gave an overview of the LTC financial statements. Described various funding streams that get distributed through the LTC. LTF (Local Transportation Funds) is largest pot of money & could perhaps pay for some of the unmet needs depending on the claimant process, majority to ESTA. LTF fund balance above projections? *Disperse 15% reserve, 49.3% to Town, 35.7% to Mono.*

MOTION: Accept 2016-17 annual audit (*Holler/Corless. Ayes: 6-0.*)

D. Annual LTF estimate from auditor-controller: Megan Mahaffey explained that the LTF (Local Transportation Funds) is funded through TDA (Transportation Development Act) which also funds STA (State Transit Assistance). Focus on transportation programs and transit. Ability to request allocations through claimant process. Back in June.

Dollar amount compare? *Projecting more.*

STA applicable to Mono/State/Town roads? *Transit safety.*

Helm noted STA funds always are for operations or capital projects such as bus purchase. Efficiency standard is involved. Operating costs/hour not rise faster than inflation. Drought affects operating costs.

Gray Line turnaround? Helm responded potential exists.

E. Overall Work Program (OWP) 2018-19: Gerry Le Francois cited carry-over items based on LTC input. Tied RTP update with two-year RTIP. Wildlife issues: Looking at wildlife crossings. Commission input: airport planning (MMSA no longer supportive of expansion of Mammoth Yosemite airport), regional trails, emergency access routes, threats specific to this area, traffic calming in Mammoth Lakes and Walker, Bridgeport/Bodie visitor center, Digital 395 aspect of corridor management plan, single point of information sharing.

Stump indicated Mammoth Mountain no longer supportive of expansion of Mammoth Yosemite airport. Bishop may develop.

Le Francois cited outreach to RPACs. Intelligent Transportation.

Wentworth saw need for single point of information sharing. Maybe LTC go to ESCOG. Who's telling what's going on? Regional trails, airport planning, emergency access routes, threats specific to our area. Not write off rural sections of state. Get things on radar. OES (Office of Emergency Services) Monday interested in talking with Mono. Traffic calming in Mammoth.

F. 2018 Regional Transportation Improvement Program: Gerry Le Francois noted two amendments proposed: Modify Eastside Lane rehab phase 1, and Town move funds related to oversight. CTC adopted 2018 STIP, so get these changes to CTC.

Garrett Higerd described SB 1 as juggling projects. Impact is unavoidable delivery delay of a year for Eastside Lane, moving forward. Paper routing through CTC got lost in shuffle. Allows Town project with heavy federal oversight

MOTION: Adopt Resolution R18-03 amending the 2018 Regional Transportation Improvement Program.
(Hogan/Corless. Ayes: 6-0.)

7. ADMINISTRATION

A. Resolutions: Fred Stump does not bike but is grateful to Johnston when walking bike lanes. Brent Green noted Caltrans had "Larry's list" of ~20 wishes, many of which have occurred. Caltrans prepared its own resolution for Johnston. Scott Burns266 was described as unflappable. His behavior model allowed a lot to work even then targeted.

MOTION: Adopt resolution for former Commissioner Larry Johnston, adding "initiated trails plan in Mammoth."
(Wentworth/Hogan. Ayes: 6-0.)

MOTION: Adopt resolution for retired director Scott Burns, adding "consummate professionalism and demeanor, set the tone." (Hogan/Peters. Ayes: 6-0.)

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): John Helm reported ridership rebounded in March, strong increases in many routes. Four finalists for his position fell by wayside, but he has prospect in mind. Interviews at end of April. Helm's departure date: May 21, not May 1.

Stump asked about replacement of damaged Tom's Place shelter. Helm has shelter available.

B. Yosemite Area Regional Transportation System (YARTS): Sandy Hogan noted AAC (Authority Advisory Committee) met April 2 but lacked a quorum. Short-Range Transit Plan is under way. VIA buses need replacement. Helm cited two runs to Yosemite Valley from Mammoth, no longer a Tuolumne-only run.

9. CALTRANS

A. Traffic operations concerns in Mono County: See above.

B. Activities in Mono County & pertinent statewide information: See above.

10. QUARTERLY REPORTS

A. Town of Mammoth Lakes: Grady Dutton updated sidewalk projects and mentioned receiving appreciation of cooperation on Reds Meadow Road.

B. Mono County: Garrett Higerd noted systemwide safety analysis. Call for projects includes guard rails, striping and signage. Airport Road environmental process with Town by July or August. SB 1 funding \$30 million five-year road CIP (Capital Improvement Program). Repeal effort likely on ballot. Stump noted repeal could resurface in future years. Corless indicated Prop. 69 protects money for transit projects.

C. Caltrans: Brent Green predicted a robust construction season. Only programmed projects appear in report, not maintenance. Peters requested earlier notice on construction.

11. INFORMATIONAL: No items

12. UPCOMING AGENDA ITEMS: 1) wildlife fencing; 2) YARTS short-range transit; 3) safety letter on US 395; 4) OWP comments; 5) budget; 6) Mammoth/June Lake focus on YARTS, tied in with Town; 7) unmet transit needs; 8) SB 1 support for Prop. 69; 9) airports in OWP; and 10) pass openings

13. ADJOURN at 12:25 p.m. to May 14, 2018

Prepared by CD Ritter, LTC secretary

Mono County Local Transportation Commission

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Staff Report

May 14, 2018

TO: Mono County Local Transportation Commission

FROM: Michael Draper, Mono County Community Development Analyst
John Helm, ESTA/CTSA

SUBJECT: Approve Resolution R18-04 on Unmet Transit Needs

RECOMMENDATION: Adopt Resolution R18-04 making findings that there are unmet transit needs, and the needs are not reasonable to meet.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

POLICY CONSISTENCY: Consistent with State law requirements for the unmet transit needs process (PUC §99401.5) and the annual public hearing for the citizen participation (PUC §99238).

DISCUSSION

The Mono County LTC and the Social Services Transportation Advisory Council (SSTAC) held a joint public hearing at the LTC's regular meeting on April 9, 2018, at 9 a.m. as required by State law to meet the Citizen Participation Process and the unmet needs process. Public notices of these hearings were published in accordance with state law in local newspapers, and flyers printed in both Spanish and English were posted in Mono County offices.

The public hearing was to ensure broad community participation and solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. This public hearing was also required prior to the LTC allocating any funds not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, and to solicit comments on the unmet transit needs that may exist within Mono County and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

The Eastern Sierra Transit Authority, in its role as the Consolidated Transportation Services Agency (CTSA) for Mono County and with some assistance from LTC and County staff, attended Regional Planning Advisory Committee (RPAC) or community meetings in Antelope Valley, Bridgeport, June Lake, and Mono Basin to solicit public input throughout March and April 2018 and noticed Town of Mammoth Lakes residents to the public meetings held in Mammoth Lakes.

Public comments received through ESTA's outreach, at the public hearing, and LTC and SSTAC discussion points are summarized in Attachment #2 to evaluate whether they are unmet needs, and whether they are reasonable to meet. Because this process also collects general comments on transit, the last column in the matrix offers actions and/or solutions to address all concerns raised.

ATTACHMENTS

1. LTC Resolution 98-01 defining "unmet transit needs" and "reasonable to meet."
2. Summary and analysis of public transit requests for fiscal year 2018-19.
3. Resolution R18-04.

RESOLUTION 98-01

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION DEFINING "REASONABLE TO MEET" AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local transportation Commission (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

NOW, THEREFORE, BE IT RESOLVED THAT the Mono County Local Transportation Commission does hereby define "unmet transit needs" as a need of Mono County elderly, disabled, low income, youth, and other transit dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.

BE IT FURTHER RESOLVED that the Mono County Transportation Commission does hereby define "reasonable to meet" as transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:

- a. can be proven operationally feasible;
- b. can demonstrate community acceptance;
- c. would be available to the general public;
- d. can be proven to be economical; and
- e. can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years

NOW, THEREFORE, BE IT RESOLVED that the herein contained definition and findings are consistent with the Mono County Regional Transportation Plan, 1998 Update.

PASSED, AND ADOPTED this 1st day of June, 1998 by the following Commission:

Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.

Noes:

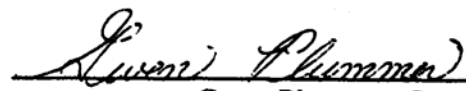
Absent:

Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2018-19

QUALIFYING UNMET NEEDS

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	A second bus opportunity traveling to and from Reno.	This is a request for a service expansion and could be for obtaining necessities of life. It could qualify as an unmet need.	Not clearly defined that this request is necessary to obtain basic necessities of life. Existing weekday service could provide that.	Doubling the frequency on the Reno route would more than double the required matching funds due to anticipated lower ridership on 2 nd run. Est. additional \$130,000 per year required match.
2.	Additional seasonal summer service on weekends [in the Bridgeport area].	This is a request for a service expansion potentially pertaining to shopping for food or clothing, and social and recreational purposes.	It is not clear that this request is to obtain basic necessities of life. An example was mentioned of providing shuttle service to Bodie and other destinations from Bridgeport.	Service for 8 hours per weekend day for 12 weeks during the summer would cost approximately \$13,500 to operate.
3.	Seasonal summer service connections with Yosemite Area Regional Transit Service [and Bridgeport area].	This is a request for a service expansion for the possible purpose of employment and social and recreational purposes.	At ESTA's current fare structure between Bridgeport and LV, 5 passengers per day would be required to meet the 10% farebox ratio.	Daily service to meet up with the YARTS morning run to Yosemite Valley would cost approximately \$13,000 to operate. If the afternoon YARTS trip was met with a bus to Bridgeport, the costs would double.
4.	Continue the June Lake Shuttle with the option of making it a demand-response service (dial-a-ride).	This is a request for a service that may pertain to obtaining necessities of life.	Community has provided the 10% of operating cost subsidy in the past. Could be reasonable with this match.	Cost is approximately \$25,000 for the summer season.

NOT CONSIDERED TO BE AN UNMET NEED

	Request	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
5.	Roadway improvements and/or bike lane or markings on Twin Lakes Road.	This is a request for non-transit related infrastructure, and therefore is not an unmet transit need.	Bicycle infrastructure is not considered a "transit" unmet need.	

6.	Improve bicycle infrastructure along Hwy 158 within the June Lake community: A Class I, dedicated bike path would be ideal but a Class II bike lane where possible, or shoulder widening is acceptable. If a bike lane is not possible, marking the 3-foot required passing distance on the road in green with accompanied signage, adding a Sharrow, or automated bike detection and warning signs would be acceptable.	This is a request for non-transit related infrastructure, and therefore is not an unmet transit need.	Bicycle infrastructure is not considered a "transit" unmet need.	
7.	A request for written information about the Vanpool program was received.	This is not a request for transit service.	The request was met, materials have been provided.	
8.	Provide summer service from Bridgeport area to Bodie Hills.	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	NA	
9.	Provide seasonal summer service for Pacific Crest Trail hikers.	This is a request for a service expansion, however it does not pertain to obtaining the basic necessities of life for Mono County residents.	NA	
10.	Provide transit service in conjunction with programmed events.	This is a request for a service expansion.	The service may be unreasonable to meet because the service wouldn't necessarily provide access to the necessities of life.	

11.	Mammoth – June Shuttle question: who is supposed to be served by the winter shuttle, skiers or June Mountain employees?	This is not a request for transit service but may help clarify the purpose and need of this service.	NA	The June Mountain Shuttle in the winter months is a public, fixed route transit route. This service is made possible (financially) by June Mountain Ski Area, which has significant input on the design and timing of the route, although the route is available to the public.
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**RESOLUTION R18-04
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING FINDINGS REGARDING "REASONABLE TO MEET"
AND "UNMET TRANSIT NEEDS"**

WHEREAS, the Mono County Local Transportation (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

WHEREAS, the MCLTC held an unmet needs hearing, and in keeping with Public Utilities Code Section 99401.5, the MCLTC has considered the size and location of identifiable groups likely to be dependent upon public or transit disadvantaged, has analyzed the adequacy of existing public transportation services, and potential alternative transportation services that would meet all or part of the transit demand; and

WHEREAS, MCLTC has received and considered public testimony on "whether or not there are unmet needs in Mono County" at an April 4, 2018, public hearing in Mono County jointly held with the Social Services Transit Advisory Council; and

WHEREAS, the MCLTC has previously defined the terms "unmet transit needs" and "reasonable to meet" by resolution; and

WHEREAS, the following table summarizes the commission's determinations regarding conformance of unmet need transit requests with MCLTC definitions of unmet transit needs and reasonable to meet:

Transit Request	Unmet Need	Reasonable to Meet
A second bus opportunity traveling to and from Reno, NV.	Yes	No
Additional seasonal summer service on weekends [in the Bridgeport area].	Yes	No
Seasonal summer service connections with Yosemite Area Regional Transit Service [up to the Bridgeport area].	Yes	No
Continue the June Lake Shuttle with the option of making it a demand-response service (dial-a-ride).	Yes	No

NOW, THEREFORE, BE IT RESOLVED, the MCLTC finds there are unmet needs that are not reasonable to meet in Mono County.

PASSED AND ADOPTED this 14th day of May 2018, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

John Wentworth, Chair
Mono County Local Transportation Commission

ATTEST:

CD Ritter, Secretary

Mono County Local Transportation Commission

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

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

LTC Staff Report

May 14, 2018

FROM: Gerry Le Francois, Co-Director and Brent Green, Director District 9

SUBJECT: Discuss and consider Chair's signature on letter to District 9 regarding recent fatalities on US 395

RECOMMENDATIONS

Discuss & consider attached letter.

FISCAL IMPLICATIONS

Not applicable.

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP / RTIP CONSISTENCY

Not applicable

DISCUSSION:

Provide any desired direction to staff

ATTACHMENT

- Draft letter addressed to District 9

Mono County Local Transportation Commission

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May 14, 2018

Caltrans
c/o District 9 Director Brent Green
500 S Main Street
Bishop, CA 93514

Re: Rising Vehicular Fatalities on US 395 throughout Mono County

Dear Director Green:

As you are aware, The Mono County Local Transportation Commission had a lengthy discussion about the recent increase of fatalities on US 395 at its meeting on April 9, 2018. In the last year, there have been 10 vehicular fatalities in an approximately 50-mile section of US 395 between Topaz Lake and Conway Summit. Our primary concern is with the friends and families of those killed and the impacts to our emergency services personnel. A secondary, distant concern is with the travel impacts that have occurred because of these tragic accidents.

The letter is not intended to be a reprimand of any type, nor to highlight a deficiency in the current safety systems or procedures in place on US 395 – in fact, the Commission offers thanks for the professional and competent work performed by Caltrans and our emergency responders on US 395 – and simply wants to communicate our full-fledged support for any enhancements in safety systems that could result in a decrease or reversal of this most troubling trend. In two of these accidents, the cause is unknown but may be related to distracted driving. Although rural in nature with light traffic volumes, our region experiences distracted driving as a major problem. Cellular phone service goes in and out numerous times as one drives the 395 corridor and causes uncommon and distracting ‘pings’ whenever service is regained. When driving in light traffic through meandering roadways with spectacular scenery, there are countless opportunities for distraction and cellular

phone service is yet another. At its April meeting, the Commission discussed potential short-term and long-term solutions. Among the suggestion of possible short-term concepts:

- Changeable Message Sign advisories
- Additional Signage
- No Distracted Driving
- No Passing
- Daytime Headlights Section
- Passing Lane X Miles Ahead
- Double Yellow Section
- Speed Limit Reduction
- Enforcement

Long-term concepts:

- Rumble Strips on center line
- Shoulder Widening
- Additional Passing Opportunities

The Local Transportation Commission has a long history of collaboration with District 9 and your staff. In closing, the Commission is supportive of any efforts and possible solutions that District 9 determines are appropriate.

Sincerely,

John Wentworth, Chair
Mono County Local Transportation Commission

Mono County Local Transportation Commission

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Staff Report

May 14, 2018

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Director
Megan Mahaffey, Fiscal Analyst

SUBJECT: Mono County Overall Work Program (OWP) 2018-19

RECOMMENDATIONS

Adopt Mono County 2018-19 Overall Work Program for submission to Caltrans headquarters and approve execution of OWPA (Overall Work Program Agreement).

FISCAL IMPLICATIONS

None at this time

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2018-19 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 attached OWP includes revisions in response to LTC review, as well as Caltrans' comments and suggestions.

The Mono County OWP is a joint work effort, with work elements projected to be active from July 1, 2018, to June 30, 2019. An adopted OWP is due to District 9 by the end of May. The final approved and adopted OWP and fully executed OWPA are due to Office of Regional & Interagency Planning (ORIP) June 30. Adoption today will allow the Mono County LTC to meet the deadlines in the Caltrans Regional Planning Handbook. Approval of the execution of the OWPA will allow complete setup of the OWP for next fiscal year.

ATTACHMENTS

- Mono County 2018- 2019 Overall Work Program

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
760-924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

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MINUTE ORDER M18-04

Adopt the 2018-19 Overall Work Program

At the Mono County LTC meeting of May 14, 2018, it was moved by Commissioner _____ and seconded by Commissioner _____ to adopt the 2018-19 Overall Work Program (OWP) and approve signing by executive director for execution of OWPA.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

CD Ritter, LTC Secretary

cc: Caltrans

Mono County Overall Work Program 2018-2019

2018/19 OWP

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OVERALL WORK PROGRAM**INTRODUCTION**

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

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

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

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The Wheeler Crest Community experienced a tragic wildfire event in February of 2015, the Round Fire, and is in the process of rebuilding and recovery. The June Lake Community has also experienced past resort development pressure across SR 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada.

Benton, Hammil, and Chalfant, located along US 6 in the Tri-Valley area, have been influenced by the communities of Bishop in Inyo County and, to a lesser degree, the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county but are experiencing increasing levels of truck traffic. SR 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

An increase in air travel has triggered substantial improvements for service provided by Mammoth Yosemite Airport. Winter air service from Mammoth Yosemite Airport includes nonstop flights to Los Angeles, San Francisco, San Diego, and Las Vegas, Nevada. Year-round air service is available to Los Angeles.

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

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

PUBLIC PARTICIPATION

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

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

TRIBAL CONSULTATION

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

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

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

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

PLANNING EMPHASIS AREAS FAST ACT

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The ten planning factors for a rural RTPA addressed in the 2018-19 OWP where applicable, and are as follows:

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

CALIFORNIA PLANNING EMPHASIS AREAS 2018:

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2018 are:

1. Core Planning Functions: Overall Work Program, Public Participation and Education, Regional Transportation Plan, Federal Transportation Improvement Program, Congestion management, and annual list of projects.
2. Performance Management: Safety, Infrastructure condition, congestion reduction, system reliability, freight movement/economic vitality, environmental sustainability, and reduced project delivery delays.
3. State of Good Repair: Analysis of needed repairs and investments for regions transportation system.

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

		Responsible	Estimated Completion
1.	Review status of current OWP activities and deliverables	County/ Town	quarterly
2.	Develop priorities for new OWP	County/ Town	Jan – Mar 2019
3.	Prepare draft and final 2018-19 Overall Work Program: work program amendments, agreements, and staff reports	County/ Town	As needed
4.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC	County/ Town	As needed
5.	Prepare agendas and staff reports for advisory Committees and the Commission	County/ Town	Monthly
6.	Prepare invoicing for Caltrans	County/ Town	Quarterly

END PRODUCTS

- FY 2018/2019 Overall Work Program Quarterly Reports, budget, and financial statements. Quarterly.
- FY 2018/2019 Overall Work Program Amendments. As needed.
- FY 2019/2020 Overall Work Program. March 2019 (draft) June 2019 (final)
- Publish hearing notices. As needed.
- Staff reports and agenda packets. As needed.

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE
RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	10,000	30,000	40,000
PPM FUNDING			
TOTAL FUNDING	10,000	30,000	40,000

WORK ELEMENT 200-12-0
REGIONAL TRANSPORTATION PLAN

OBJECTIVE

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

DISCUSSION

The objectives of the RTP are to:

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

PREVIOUS WORK

An updated RTP was adopted on Dec. 11, 2017. The RTP includes performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21/FAST ACT performance measures). Town staff has been working to develop the Town's Capital Improvement Program, which was incorporated into the RTP. County staff has outreached to Regional Planning Advisory Committees (RPACs), completed review of community policy sections, and with the assistance of a consultant, integrated feedback and recommendations into an RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21/FAST ACT was adopted December 2013 and will be further adjusted as needed. The Commission has held several review sessions on the working draft.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Continue to conduct community transportation planning efforts including; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County/ Town	2019
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	2019
3.	Implement evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation	County/ Town	2018 - 2019

	Element of the General Plan & summary of TOML Mobility Element policies		
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	2019
5.	Coordinate with General Plan to emphasize sustainable community components, housing element timing consistency	County & Town	As Needed
6.	Integration of environmental preservation and natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	2019
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an ATP format as a part of RTP	County	2019
8.	Conduct supplemental Regional Transportation Plan (RTP) level environmental review if necessary	County	2019
9.	Notice & conduct public hearing for adoption with Commissions & Board if necessary	County	2019
10.	Certify environmental document & adopt revised RTP/Circulation Element as needed	County	2019
11.	File Notice of Determination	County LTC	2019

END PRODUCTS

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	5,000	15,000	20,000
PPM FUNDING			
TOTAL FUNDING	5,000	15,000	20,000

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

The goal of this Work Element is to develop, analyze, and coordinate trail alignments throughout Mono County and the Town of Mammoth Lakes.

DISCUSSION

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

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. Preliminary work on the Down Canyon trail was started and will continue in support of a PID. A conceptual alignment has been made for June Lake Down Canyon trail.

WORK ACTIVITY

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

END PRODUCTS

- Trail alignments and trailheads for future Project Study Reports and Project Initiation Documents
- Trail user counts and studies
- Economic impact analysis

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	5,000	15,000	20,000
PPM FUNDING	5,000	5,000	10,000
TOTAL FUNDING	10,000	20,000	30,000

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		9,000	9,000
PPM FUNDING			
TOTAL FUNDING		9,000	9,000

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Review of Short-Range Transit Plans	County, Town, LTC	12/31/2018
2.	Seasonal transit workshop	County, Town, LTC	12/31/2018 & 2/28/2019
3.	Identify & analyze winter route, schedule & signage changes (if any) for winter transit map	County, Town, LTC	9/30/2018
4.	Identify & analyze summer route, schedule & signage changes (if any) for summer transit map	County, Town, LTC	4/30/2019
5.	Collect transit needs for community	County, Town, LTC	2/28/2019
6.	Intelligent Transportation System Plan	ESTA, County	6/30/2019
7.	Transit grant reporting and management	County, Town	As needed

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work item.

FUNDING SOURCE

RPA

	TOWN	COUNTY	TOTAL
2018-19 RPA		4,000	4,000
PPM FUNDING			
TOTAL FUNDING		4,000	4,000

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

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

DISCUSSION

This work element will also be used to support development of airport land use compatibility plans, traffic management and capital improvement documents including planning for future airport ground access. This work element will include technical studies to support development of plans and supporting environmental planning documents as needed. Studies will serve to coordinate transit and travel efforts with other OWP work elements.

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Technical studies and environmental planning leading to traffic management plan	Town, County	Ongoing
2.	Airport Capital Improvement Program documents	Town, County	Ongoing
3.	Airport Land Use Compatibility Plans	County	Ongoing
4.	Conceptual site planning and circulation layouts	Town, County	Ongoing
5.	Ground service demand and user studies	Town, County	Ongoing

END PRODUCTS

- Airport planning documents for airport facilities
- Conceptual land side circulation and layout designs
- User demand and use studies

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2018-19 RPA	2,500	2,500	5,000
PPM FUNDING	2,500	1,000	3,500
TOTAL FUNDING	5,000	3,500	8,500

WORK ELEMENT 600-12-0
REGIONAL TRANSPORTATION FUNDING

OBJECTIVE

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

DISCUSSION

This Work Element supports efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more-detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. This work element is funded by either RPA or PPM funds depending on the level of detail of the funding source sought after for transportation planning or a transportation specific project.

PREVIOUS WORK

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

- Community Based Transportation Planning Grant for district transportation planning;
- Active Transportation Program (ATP) funding
- Local Measures U and R to support transportation planning for capital improvements and programming; and

Administer and implement awarded grants as needed.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research grants availability requirements & determine eligible projects	Town, County & LTC	Ongoing
2.	Research state, federal and local funding opportunities	Town, County & LTC	Ongoing
3.	Final deliverable(s)	Town, County & LTC	Ongoing

END PRODUCTS

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

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	3,000	3,000	6,000
PPM FUNDING			
TOTAL FUNDING	3,000	3,000	6,000

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

The goal of this Work Element is for the County and the Town to keep the Corridor Management Plan for US 395 up to date for implementation as funding becomes available.

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Keep Digital 395 infrastructure, & other applicable service infrastructure for Corridor Management Plan up to date	County	Winter 2018
2.	Keep interpretive opportunities via research & outreach to agencies, entities & interested parties including coordination with the concurrent SR 120 Scenic Byway Effort up to date	County	Winter 2018

END PRODUCTS

- CMP Document
- US 395/6 Corridor Wi-Fi Plan

ONGOING TASKS

This work activity will closeout in winter 2018.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		1,000	1,000
PPM FUNDING			
TOTAL FUNDING		1,000	1,000

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

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

DISCUSSION

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

PREVIOUS WORK

Guidance for this effort has been established by local commission interest and state policy, including 2013 ZEV Action Plan: A Roadmap toward 1.5 Million Zero-emission Vehicles on California Roadways. There is currently a draft policy that will be reviewed and revised as needed.

WORK ACTIVITY

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

END PRODUCTS

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

ONGOING TASKS

This will get rolled into Corridor Management plan once complete.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		2,000	2,000
PPM FUNDING			
TOTAL FUNDING		2,000	2,000

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County	Summer 2018
2.	Review new access requirements of Cal Fire	County	Summer 2018
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	Summer 2018
4.	Consult with Caltrans, Cal Fire, fire protection districts & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP	County	Summer 2018
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access	County	Fall 2018
6.	Draft goals, policies & standards for community emergency access	County	Winter 2019

7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County	Winter 2019
8.	Revise draft & conduct applicable CEQA review	County	Spring 2019
9.	Present final report for adoption by Board of Supervisors, acceptance by LTC & post to website	County	Spring 2019

END PRODUCTS

- Inventory of existing routes to and through communities, including existing roads and trails on adjacent federal, state & LADWP lands
- Issues, opportunities and constraints for alternatives from RPAC outreach
- Draft policies and standards for community emergency access
- Present final report for adoption by Board of Supervisors & acceptance by LTC
- Regional winter Response /Future needs assessment

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		1,000	1,000
PPM FUNDING			
TOTAL FUNDING		1,000	1,000

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

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

DISCUSSION

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

PREVIOUS WORK

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

WORK ACTIVITY

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

END PRODUCTS

- Alternative Concepts
- Draft document
- Final report
- Adopted guidelines as needed

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	5,000	5,000	10,000
PPM FUNDING			
TOTAL FUNDING			

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

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

DISCUSSION

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

The primary objectives of a PSR are to:

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete sighting, engineering, and technical studies to support the development of PSR's and PID's	Town, County	Project list of priorities	ongoing
4.	Conduct public outreach and research to support the development of PSR's and PID's			
5.	Complete PSR	Town, County	PSRs	ongoing

END PRODUCTS

- Project Study Reports for projects to move into STIP cycle and other funding opportunities.
- Reports and studies to support project development activities.

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	30,000	10,000	40,000
PPM FUNDING			
TOTAL FUNDING	30,000	10,000	40,000

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

OBJECTIVE

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

DISCUSSION

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

The primary objectives of this work element are to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2020 RTIP
- Begin draft a 2020 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2018 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21/FAST ACT

PREVIOUS WORK

- Adoption of the 2016 and 2018 RTIP,
- Consistency determination of the 2016 and 2018 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2016 and 2018 RTIP with CTC guidelines.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct quarterly reviews with LTC; amend RTIP if current projects change in scope, cost &/or delivery	LTC	quarterly
2.	Discuss with Caltrans staff and CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2020 RTIP	LTC/Caltrans	as needed
3.	Monitor regional projects (MOU) for any necessary changes	LTC	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2020 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	12/18/19

END PRODUCTS

- Maintain 2018 RTIP for 2020 RTIP development and inclusion of future TOML projects.

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2018 RTIP and preparation and submittal of the 2020 RTIP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING		1,000	1,000
TOTAL FUNDING		1,000	1,000

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

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

DISCUSSION

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

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	Ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	Ongoing
3.	Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	Ongoing
4.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed
5.	Coordinate with staff and partner agencies for the Transportation Commission meetings	County, LTC, Town	Itinerary/tour for CTC & staff, overview of	as needed

END PRODUCT

- Attending meetings once a quarter
- Updating MOUs as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including SB1 concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS
- Tour / itinerary with CTC & staff on successful regional projects and unique challenges in the eastern sierra;

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		4,000	4,000
PPM FUNDING		2,000	2,000
TOTAL FUNDING		6,000	6,000

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

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

DISCUSSION

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

PRIOR WORK

Annual daily air pollution data and recording.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	6/30/2019

END PRODUCT

- Daily air pollution data and recording

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA	500		500
PPM FUNDING			
TOTAL FUNDING	500		500

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

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measures for application to neighborhoods and community areas. This work element is also to keep Town of Mammoth Lakes Road Standards up to date.

DISCUSSION

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

PRIOR WORK

Mono County Road Standards, Town of Mammoth Lakes Road Standards

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County	Summer 2019
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads. Update community traffic calming goals & objectives for each applicable community	Town, County	Ongoing
3.	Develop and maintain menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources, integrate where feasible with County road standards and Provide design guidance to supplement draft standards where flexibility is appropriate	Town, County	Update as needed
4.	Compile draft standards, conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission.	Town, County	As needed
5.	Examine priorities & funding sources for traffic calming improvements	Town, County	As needed
6.	Present final report for adoption by Board of Supervisors & acceptance by LTC	Town, County	As needed

END PRODUCTS

- Community issues, opportunities & constraints
- Draft goals, menu, guidelines, standards, and workshop agendas
- Final Reports updated every two years

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		1,000	1,000
PPM FUNDING			
TOTAL FUNDING		1,000	1,000

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

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

DISCUSSION

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

The primary objectives of this work element are to:

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

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report
- North Village cut through Study

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
3.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
4..	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
5..	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town, County	6/30/19
6..	Street parking management studies.	Town, County	6/30/19
7..	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town, County	6/30/19

8.	Perform traffic volume, speed studies, turning movement studies, sight distance studies	LTC, County & Town	Ongoing
9.	Pedestrian user counts	LTC, County & Town	Ongoing
10.	Evaluate and analyze regulatory and warning sign issues	LTC, County & Town	Ongoing
11.	Assess planned improvements impacting transportation facilities for planning consistency	LTC, County & Town	Ongoing

END PRODUCTS

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan
- Various transportation reports and studies to support planning efforts

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2018-19 RPA	20,000	20,000	40,000
PPM FUNDING	15,000	15,000	30,000
TOTAL FUNDING	35,000	35,000	70,000

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

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

PURPOSE

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

PREVIOUS WORK

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

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Purchase equipment	Town, County	6/30/19
2.	Final Deliverable(s)	Town, County	6/30/19

END PRODUCT

- Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes
- Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts.
- Complete counter kit is maintained through replacement or maintenance

ONGOING TASK

This is an ongoing RTP development work element.

FUNDING SOURCE

PPM

	TOWN	COUNTY	TOTAL
2018-19 RPA			
PPM FUNDING	2,000	2,000	4,000
TOTAL FUNDING	2,000	2,000	4,000

WORK ELEMENT 903-12-1
REGIONAL ASSET MANAGEMENT SYSTEM

OBJECTIVE

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

DISCUSSION

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

- Catalog and report all transportation related infrastructure including current pavement condition information,
- Provide data for development and maintenance of long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost-effective matter,
- Provide reports that allow for most cost-effective use of rehab dollars, and
- Integrate findings into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

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

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. This program is being expanded to track all transportation assets including pavement condition index.

WORK ACTIVITY

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

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

END PRODUCT

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

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA		100,000	100,000
PPM FUNDING	25,000	60,000	85,000
TOTAL FUNDING	25,000	160,000	185,000

WORK ELEMENT 908-14-1
REGIONAL MAINTENANCE MOU

PURPOSE

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of clear partnership agreements for managing and maintaining new improvements has caused past delay and apprehension in pursuing positive multi-modal improvements consistent with the RTP and the mission of Caltrans. Recent successes such as the Bridgeport Main Street Project highlight the potential available through such collaboration and partnerships. This MOU will serve as a basis for updating existing maintenance agreements among Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for applicable improvements. The MOU will address infrastructure and operations, such as transit shelters, signals, signage, streetscape improvements and snow management.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	Ongoing
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	Ongoing
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	As needed
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	As needed

PREVIOUS WORK

This is a Work Element created with the 2014-15 OWP. Mono County has made headway on a mutual Aid MOU with Caltrans. The Town of Mammoth Lakes had started conversations about Caltrans responsibility for maintaining Town built assets. These conversations between Caltrans and the Town of Mammoth Lakes are headed toward an MOU and will serve as a model for Mono County.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2018-19 RPA			
PPM FUNDING	2,000	2,000	4,000
TOTAL FUNDING	2,000	2,000	4,000

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

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

DISCUSSION

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

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g., SB1), policies, and regulations,
- Provide training on Manual Traffic Control Requirements(MUTCD), Local Assistance Procedures Manual (LAPM), Federal Highway Administration (FHWA), Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Ongoing
2.	SB1 training and implementation	County, LTC	Ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	9/30/2018
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	9/30/2018
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	9/30/2018
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	9/30/2018

END PRODUCTS

- Training documentation

ONGOING TASK

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

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2018-19 RPA	10,000	10,000	20,000
PPM FUNDING			
TOTAL FUNDING	10,000	10,000	20,000

APPENDIX A

18/19 Budget Work Element - RPA funds	Town	County	Total
100-12-0: OWP Administration and Management	\$ 10,000.00	\$ 30,000.00	\$ 40,000.00
1000-12-0: Transportation Training & Development	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00
200-12-0: Regional Transportation Plan	\$ 5,000.00	\$ 15,000.00	\$ 20,000.00
201-12-1: Regional Trails	\$ 12,000.00	\$ 15,000.00	\$ 27,000.00
202-16-1: Regional Transportation Plan Implementation		\$ 9,000.00	\$ 9,000.00
300-12-0: Regional Transit Planning and Coordination		\$ 4,000.00	\$ 4,000.00
501-15-0: Airport Planning	\$ 2,500.00	\$ 2,500.00	\$ 5,000.00
600-12-0: Regional Transportation Funding	\$ 3,000.00	\$ 3,000.00	\$ 6,000.00
601-11-0: 395 Corridor Management Plan		\$ 1,000.00	\$ 1,000.00
614 -15-0: Alternative Fueling Station Corridor Policy		\$ 2,000.00	\$ 2,000.00
616-15-0: Community Emergency Access Route Assessment		\$ 1,000.00	\$ 1,000.00
617-15-0: Community Way-Finding Design Standards	\$ 5,000.00	\$ 5,000.00	\$ 10,000.00
800-12-1: Interregional Transportation Planning		\$ 4,000.00	\$ 4,000.00
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$ 1,000.00	\$ 1,000.00
900-12-0: Planning, Monitoring & Traffic Issues	\$ 20,000.00	\$ 20,000.00	\$ 40,000.00
903-12-1: Regional Pavement & Asset Management System	\$ -	\$ 100,000.00	\$ 100,000.00
TOTALS	\$ 67,500.00	\$ 222,500.00	\$ 290,000.00
		\$ 230,000.00	
Rollover		\$ 60,000.00	
Total Budget		\$ 290,000.00	

APPENDIX B

18/19 Budget Work Element - PPM funds	Town	County	Total
201-12-1: Regional Trails	\$5,000	\$5,000	\$10,000
501-15-0: Airport Planning	\$2,500	\$1,000	\$3,500
700-12-0: Regional Project Study Reports	\$30,000	\$10,000	\$40,000
701-12-1: Regional Transportation Improvement Program(RTIP)		\$1,000	\$1,000
800-12-1: Interregional Transportation Planning		\$2,000	\$2,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$500		\$500
900-12-0: Planning, Monitoring & Traffic Issue	\$15,000	\$15,000	\$30,000
902-12-2: Regional Transportation Data Collection	\$2,000	\$2,000	\$4,000
903-12-1: Regional Pavement & Asset Management System	\$25,000	\$60,000	\$85,000
908-14-1: Regional Maintenance MOU	\$2,000	\$2,000	\$4,000
TOTALS	\$82,000	\$98,000	\$180,000

Budget \$ 130,000.00
Rollover \$ 50,000.00

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

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 - 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		Awaiting funding
Airport Safety Management System Plan	Town	2015	As necessary	2020
ESTA Short-Range Transit Plan	ESTA	2016	5 years	2021
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2015	2 years	2020 December
Regional Transportation Plan (RTP)/revised	LTC	2017	4 years	2021 Spring

APPENDIX D**Glossary**

LTC – Local Transportation Commission

OWP – Overall Work program

RPA – Rural Planning Assistance

RTP – Regional Transportation Plan

PPM – Planning Programming and Monitoring

STIP – State Transportation Improvement Program



FS Agreement No. 18-11-0504-0XX
Cooperator Agreement No. _____

NON FUNDED CHALLENGE COST SHARE AGREEMENT
Between
MONO COUNTY,
AND THE
TOWN OF MAMMOTH LAKES, CALIFORNIA,
And The
USDA, FOREST SERVICE
PACIFIC SOUTHWEST REGION,
INYO NATIONAL FOREST
AND
INTERMOUNTAIN REGION,
HUMBOLDT-TOIYABE NATIONAL FOREST

This NON FUNDED CHALLENGE COST SHARE AGREEMENT is hereby made and entered into by and between Mono County , California and the Town of Mammoth Lakes, California, hereinafter referred to as “The Cooperators,” and the USDA, Forest Service, Pacific Southwest Region, Inyo National Forest and Intermountain Region, Humboldt-Toiyabe National Forest, hereinafter referred to as the “U.S. Forest Service,” under the authority: the Department of Interior and Related Agencies Appropriation Act of 1992, Pub. L. 102-154, and as amended.

Background: This Challenge Cost-share Agreement provides a framework for the parties to cooperatively develop, plan, implement, maintain, and monitor programs and projects that are mutually beneficial to the parties and that enhance U.S. Forest Service and Cooperators’ activities. Parties to the agreement desire to focus their combined energy and resources to cooperatively perform projects and activities to improve programs, public services, infrastructure and natural resources. Mono County desires to cooperate with the U.S. Forest Service based on approximately 94% of Mono County consisting of public lands and the Cooperators’ mutual interest in implementing a sustainable recreation program with the U.S. Forest Service. This Agreement is intended to reduce duplication of efforts and harness the expertise of employees of all parties as well as maximize cash and non-cash contributions leading to joint accomplishment of work.

This agreement is also under the authority of the Expanded Partnership Authority for Interpretive Services, Cooperative Funds and Deposits Act, 16 U.S.C. 565a-1, as amended (Authority expires September 30, 2019). The Department of Interior and Related Agencies Appropriation Act of 1992, Pub. L. 102-154, and as amended is main authority in which this Agreement falls.

Title: Eastern Sierra Recreation Partnership

I. PURPOSE:

The purpose of this agreement is to document the cooperation between the parties to collaborate in the maintenance, improvement, and operation of National Forest facilities



and programs located on the Inyo National Forest and Humboldt-Toiyabe National Forest in accordance with the following provisions and the hereby incorporated Operating and Financial Plan, attached as Exhibits A, B, and C.

II. STATEMENT OF MUTUAL BENEFIT AND INTERESTS:

The U.S. Forest Service under the laws of the United States and the regulations of the Secretary of Agriculture is responsible for managing the natural resources on National Forest System lands, including wildlife and fish resources and providing recreational opportunities, in a manner that is sustainable and will not impair the productivity of the land. The U.S. Forest Service desires to partner with the Cooperators to design, plan, implement, and report out projects to improve and maintain recreational opportunities as well as restore ecosystems to their natural resiliency and functions through on-the-ground stewardship activities.

The U.S. Forest Service and the Cooperators share a mutual interest in operating and maintaining National Forest facilities located on the Inyo National Forest and Humboldt-Toiyabe National Forest and within the Town of Mammoth Lakes municipal boundary and Mono County, California. This mutual interest is driven by the fact that outdoor recreation activities are the largest driver of visitors to the region, and these activities contribute significantly to the economic vitality of local communities. Providing high quality facilities and programs is a critical service in managing visitation and sustaining National Forest resources, while ensuring that the region remain a desirable destination. This Agreement is intended to maximize the parties' collective and collaborative efforts.

In Consideration of the above premises, the parties agree as follows:

III. THE COOPERATORS SHALL:

- A. LEGAL AUTHORITY. The Cooperators shall have the legal authority to enter into this agreement, and the institutional, managerial, and financial capability to ensure proper planning, management, and completion of the project, which includes funds sufficient to pay the nonfederal share of project costs, when applicable.
- B. BUILDING AND COMPUTER ACCESS BY NON-U.S. FOREST SERVICE PERSONNEL. The Cooperators may be granted access to U.S. Forest Service facilities and/or computer systems to accomplish work described in the Operating Plan or Statement of Work. All non-government employees with unescorted access to U.S. Forest Service facilities and computer systems must have background checks following the procedures established by USDA Directives 3800 series. Those granted computer access must fulfill all U.S. Forest Service requirements for mandatory security awareness and role-base advanced security training, and sign all applicable U.S. Forest Service statements of responsibilities.



- C. Work cooperatively with the U.S. Forest Service to plan, develop, and/or implement mutually beneficial projects and programs as described and agreed to in any approved Operating and Financial Plan(s).
- D. Provide accomplishment reporting as identified in Section V, Provision O.
- E. Coordinate with the U.S. Forest Service in the operation, maintenance, and upgrade to recreation facilities and programs located on the Inyo National Forest and Humboldt-Toiyabe National Forest and within the Town of Mammoth Lakes municipal boundary and unincorporated Mono County.
- F. Designate an employee to serve as a single point of contact on behalf of each of the Cooperators to serve as the liaison between the Cooperators and the U.S. Forest Service.
- G. The parties shall review and mutually agree on all activities to ensure the activities meet agency objectives.
- H. The Cooperators personnel are not authorized to undertake functions beyond those activities mutually agreed to, or engage in activities or convey to the public that they are U.S. Forest Service employees.
- I. Meet with the U.S. Forest Service regularly to stay abreast of project(s) progress using protocols to be mutually developed by all parties.
- J. Maintain an inventory of work for regular review by all parties that includes (but not limited to):
 - a. Projects/Programs by title
 - b. Project location/Program location emphasis
 - c. Project/Program funding
 - d. Project/Program leads
 - e. Project/Program status
 - f. Project/Program timelines

IV. THE U.S. FOREST SERVICE SHALL:

- A. Have the legal authority to enter into this agreement, and the institutional, managerial, and financial capability to ensure proper planning, management, and completion of its scope of any projects that it undertakes pursuant to attached Operating and Financial Plans.
- B. Provide information to the Cooperators regarding the management goals, facility standards, and resource-based considerations for those activities mutually agreed on.
- C. Provide access U.S. Forest Service staff, data, and information to achieve mutually agreed on activities.



- D. Designate a U.S. Forest Service employee to serve as the single point of contact/liaison between the U.S. Forest Service and the Cooperators from each Forest to manage this Agreement, subsequent Agreements, as well as individual programs and projects.
- E. Provide U.S. Forest Service personnel during various phases of the projects from project submittal, pre-project review, project planning, contracting, and execution.
- F. U.S. Forest Service shall seek to maximize the length and term of funding opportunities over multiple fiscal years.

V. IT IS MUTUALLY UNDERSTOOD AND AGREED BY AND BETWEEN THE PARTIES THAT:

A. PRINCIPAL CONTACTS. Individuals listed below are authorized to act in their respective areas for matters related to this agreement.

B. Principal Partner Contacts:

Mono County Program Contact	Mono County Administrative Contact
Leslie Chapman CAO P.O. Box 969 Bridgeport, CA 93517 760-932-5414 lchapman@mono.ca.gov	Name: Tony Dublino Asst CAO P.O. Box 969 Bridgeport, CA 93517 760-932-5415 tdublino@mono.ca.gov
Town of Mammoth Lakes Program Contact	Town of Mammoth Lakes Administrative Contact
Dan Holler Town Manager P.O. Box 1609 Mammoth Lakes, CA 93546 760-965-3601 dholler@townofmammothlakes.ca.gov	Joel Rathje Trails Coordinator P.O. Box 1609 Mammoth Lakes, CA 93546 530-251-6122 (cell) jrathje@townofmammothlakes.ca.gov

C. Principal U.S. Forest Service Contacts:

Inyo National Forest Program Manager Contact	Inyo National Forest Administrative Contact
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Margie DeRose Acting District Ranger Mammoth & Mono Lake Ranger Districts P.O. Box 148 Mammoth Lakes, CA 93546 760-518-5051 mbderose@fs.fed.us	Aaron Stout Region 5, Grants & Agreements Specialist 631 Coyote Street Nevada City, CA 95959 530-478-6825 asstout@fs.fed.us
Humboldt-Toiyabe National Forest Program Manager Contact	Humboldt-Toiyabe National Forest Administrative Contact
Leeann Murphy Acting District Ranger Bridgeport Ranger District HC 62 Box 1000 Bridgeport, CA 93517 760-932-5801 lbmurphy@fs.fed.us	Sara Russell Acting Supervisory Grants Management Specialist 1249 S. Vinnell Way, Suite 200 Boise, ID 83709 208-373-4272 sarahrussell@fs.fed.us

- D. ASSURANCE REGARDING FELONY CONVICTION OR TAX DELINQUENT STATUS FOR CORPORATE ENTITIES. This agreement is subject to the provisions contained in the Department of Interior, Environment, and Related Agencies Appropriations Act, 2012, P.L. No. 112-74, Division E, Section 433 and 434 as continued in the Consolidated Appropriations Act, 2016, P.L. No. 114-113, Division E, Title VII, General Provisions Section 745 and 746 respectively regarding corporate felony convictions and corporate federal tax delinquencies. Accordingly, by entering into this agreement The Cooperators acknowledge that they: 1) do not have a tax delinquency, meaning that they are not subject to any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that are not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, and (2) have not been convicted (or had an officer or agent acting on their behalf convicted) of a felony criminal violation under any Federal law within 24 months preceding the agreement, unless a suspending and debarring official of the United States Department of Agriculture has considered suspension or debarment is not necessary to protect the interests of the Government. If The Cooperators fail to comply with these provisions, the U.S. Forest Service will annul this agreement and may recover any funds The Cooperators have expended in violation of sections 433 and 434.
- E. USE OF U.S. FOREST SERVICE INSIGNIA. In order for The Cooperators to use the U.S. Forest Service insignia on any published media, such as a Web page, printed publication, or audiovisual production, permission must be granted from the U.S. Forest Service's Office of Communications (Washington Office). A written request will be submitted by the U.S. Forest Service, Region 5, Inyo National Forest and/or Region 4, Humboldt-Toiyabe National Forest to the Office of Communications Assistant Director, Visual Information, and Publishing Services



prior to use of the insignia. The U.S. Forest Service Region 5, Inyo National Forest and/or Region 4, Humboldt-Toiyabe National Forest will notify the The Cooperators when permission is granted.

F. NON-FEDERAL STATUS FOR COOPERATOR PARTICIPANT LIABILITY.

The Cooperators agree(s) that any of their employees, volunteers, and program participants shall not be deemed to be Federal employees for any purposes including Chapter 171 of Title 28, United States Code (Federal Tort Claims Act) and Chapter 81 of Title 5, United States Code (OWCP), as The Cooperators hereby willingly agrees to assume these responsibilities.

Further, The Cooperators shall provide any necessary training to The Cooperators' employees, volunteers, and program participants to ensure that such personnel are capable of performing tasks to be completed. The Cooperators shall also supervise and direct the work of their employees, volunteers, and participants performing under this agreement.

G. NOTICES. Any communications affecting the operations covered by this agreement given by the U.S. Forest Service or The Cooperators are sufficient only if in writing and delivered in person, mailed, or transmitted electronically by e-mail or fax, as follows:

To the U.S. Forest Service Program Manager, at the address specified in the agreement.

To The Cooperators , at the address shown in the agreement or such other address designated within the agreement.

Notices are effective when delivered in accordance with this provision, or on the effective date of the notice, whichever is later.

H. PARTICIPATION IN SIMILAR ACTIVITIES. This agreement in no way restricts the U.S. Forest Service or The Cooperators from participating in similar activities with other public or private agencies, organizations, and individuals.

I. ENDORSEMENT. Any of The Cooperators's contributions made under this agreement do not by direct reference or implication convey U.S. Forest Service endorsement of The Cooperators 's products or activities.

J. MEMBERS OF U.S. CONGRESS. Pursuant to 41 U.S.C. 22, no member of, or delegate to, Congress shall be admitted to any share or part of this agreement, or benefits that may arise therefrom, either directly or indirectly.

K. ELIGIBLE WORKERS. The Cooperators shall ensure that all employees complete the I-9 form to certify that they are eligible for lawful employment under the Immigration and Nationality Act (8 USC 1324a). The Cooperators shall



comply with regulations regarding certification and retention of the completed forms. These requirements also apply to any contract awarded under this agreement.

- L. SYSTEM FOR AWARD MANAGEMENT REGISTRATION REQUIREMENT (SAM). The Cooperators shall maintain current information in the System for Award Management (SAM). This requires review and update to the information at least annually after the initial registration, and more frequently if required by changes in information or agreement term(s). For purposes of this agreement, System for Award Management (SAM) means the Federal repository into which an entity must provide information required for the conduct of business as a Cooperative. Additional information about registration procedures may be found at the SAM Internet site at www.sam.gov.
- M. NONDISCRIMINATION. The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, and so forth.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.
- N. AGREEMENT CLOSEOUT. Within 90 days after expiration or notice of termination the parties shall close out the agreement.

Within a maximum of 90 days following the date of expiration or termination of this agreement, all reports required by the terms of the agreement must be submitted to the U.S. Forest Service by The Cooperators.

O. PROGRAM MONITORING AND PROGRAM PERFORMANCE REPORTS

The parties to this agreement shall monitor the performance of the agreement activities to ensure that performance goals are being achieved.

Performance reports must contain information on the following:

- A comparison of actual accomplishments to the goals established for the period where the output of the project can be readily expressed in numbers, a computation of the cost per unit of output, if applicable.
- Reason(s) for delay if established goals were not met.



- Additional pertinent information.

The Cooperators shall submit annual performance reports to the U.S. Forest Service Program Manager. These reports are due 90 days after the reporting period.

- P. RETENTION AND ACCESS REQUIREMENTS FOR RECORDS. The Cooperators shall retain all records pertinent to this agreement for a period of no less than 3 years from the expiration or termination date. As used in this provision, records includes books, documents, accounting procedures and practice, and other data, regardless of the type or format. The Cooperators shall provide access and the right to examine all records related to this agreement to the U.S. Forest Service Inspector General, or Comptroller General or their authorized representative. The rights of access in this section must not be limited to the required retention period but must last as long as the records are kept.

If any litigation, claim, negotiation, audit, or other action involving the records has been started before the end of the 3-year period, the records must be kept until all issues are resolved, or until the end of the regular 3-year period, whichever is later.

- Q. FREEDOM OF INFORMATION ACT (FOIA). Public access to agreement records must not be limited, except when such records must be kept confidential and would have been exempted from disclosure pursuant to Freedom of Information regulations (5 U.S.C. 552). Requests for research data are subject to 2 CFR 215.36.

Public access to culturally sensitive data and information of Federally recognized Tribes may also be explicitly limited by P.L. 110-234, Title VIII Subtitle B §8106 (2009 Farm Bill).

- R. TEXT MESSAGING WHILE DRIVING. In accordance with Executive Order (EO) 13513, "Federal Leadership on Reducing Text Messaging While Driving," any and all text messaging by Federal employees is banned: a) while driving a Government owned vehicle (GOV) or driving a privately owned vehicle (POV) while on official Government business; or b) using any electronic equipment supplied by the Government when driving any vehicle at any time. All Cooperatives, their Employees, Volunteers, and Contractors are encouraged to adopt and enforce policies that ban text messaging when driving company owned, leased or rented vehicles, POVs or GOVs when driving while on official Government business or when performing any work for or on behalf of the Government.
- S. PUBLIC NOTICES. It is the U.S. Forest Service's policy to inform the public as fully as possible of its programs and activities. The Cooperators is/are encouraged to give public notice of the receipt of this agreement and, from time to time, to announce progress and accomplishments.

The Cooperators may call on the U.S. Forest Service's Office of Communication for advice regarding public notices. The Cooperators is/are requested to provide copies



of notices or announcements to the U.S. Forest Service Program Manager and to U.S. Forest Service's Office of Communications as far in advance of release as possible.

- T. U.S. FOREST SERVICE ACKNOWLEDGED IN PUBLICATIONS, AUDIOVISUALS AND ELECTRONIC MEDIA. The Cooperators shall acknowledge U.S. Forest Service support in any publications, audiovisuals, and electronic media developed as a result of this agreement.
- U. TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO). The Forest Service recognizes and honors the applicability of the Tribal laws and ordinances developed under the authority of the Indian Self-Determination and Educational Assistance Act of 1975 (PL 93-638).
- V. GOVERNMENT-FURNISHED PROPERTY. The Cooperators may only use U.S. Forest Service property furnished under this agreement for performing tasks assigned in this agreement. The Cooperators shall not modify, cannibalize, or make alterations to U.S. Forest Service property. A separate document, Form AD-107, must be completed to document the loan of U.S. Forest Service property. The U.S. Forest Service shall retain title to all U.S. Forest Service-furnished property. Title to U.S. Forest Service property must not be affected by its incorporation into or attachment to any property not owned by the U.S. Forest Service, nor must the property become a fixture or lose its identity as personal property by being attached to any real property.

The Cooperators *Liability for Government Property.*

1. Unless otherwise provided for in the agreement, The Cooperators shall not be liable for loss, damage, destruction, or theft to the Government property furnished or acquired under this contract, except when any one of the following applies:
 - a. The risk is covered by insurance or The Cooperators is otherwise reimbursed (to the extent of such insurance or reimbursement).
 - b. The loss, damage, destruction, or theft is the result of willful misconduct or lack of good faith on the part of The Cooperators's managerial personnel. The Cooperators's managerial personnel, in this provision, means The Cooperators's directors, officers, managers, superintendents, or equivalent representatives who have supervision or direction of all or substantially all of The Cooperators's business; all or substantially all of The Cooperators's operation at any one plant or separate location; or a separate and complete major industrial operation.
2. The Cooperators shall take all reasonable actions necessary to protect the Government property from further loss, damage, destruction, or theft. The Cooperators shall separate the damaged and undamaged Government property, place all the affected Government property in the best possible order, and take such other action as the Property Administrator directs.



3. The Cooperators shall do nothing to prejudice the Government's rights to recover against third parties for any loss, damage, destruction, or theft of Government property.
4. Upon the request of the Grants Management Specialist, The Cooperators shall, at the Government's expense, furnish to the Government all reasonable assistance and cooperation, including the prosecution of suit and the execution of agreements of assignment in favor of the Government in obtaining recovery.

W. OFFSETS, CLAIMS AND RIGHTS. Any and all activities entered into or approved by this agreement will create and support afforestation/ reforestation efforts within the National Forest System without generating carbon credits. The U.S. Forest Service does not make claims of permanence or any guarantees of carbon sequestration on lands reforested or afforested through partner assistance. The U.S. Forest Service will provide for long-term management of reforested and afforested lands, according to applicable Federal statute, regulations and forest plans.

X. NONDISCRIMINATION STATEMENT – PRINTED, ELECTRONIC, OR AUDIOVISUAL MATERIAL. The Cooperators shall include the following statement, in full, in any printed, audiovisual material, or electronic media for public distribution developed or printed with any Federal funding.

"In accordance with Federal law and U.S. Department of Agriculture policy, this institution is prohibited from discriminating on the basis of race, color, national origin, sex, age, or disability. (Not all prohibited bases apply to all programs.)"

To file a complaint alleging discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington DC 20250-9410 or call toll free voice (866) 632-9992, TDD (800)877-8339, or voice relay (866) 377-8642. USDA is an equal opportunity provider and employer."

If the material is too small to permit the full statement to be included, the material must, at minimum, include the following statement, in print size no smaller than the text:

"This institution is an equal opportunity provider."

- Y. REMEDIES FOR COMPLIANCE RELATED ISSUES. If The Cooperators materially fail(s) to comply with any term of the agreement, whether stated in a Federal statute or regulation, an assurance, or the agreement, the U.S. Forest Service may wholly or partly suspend or terminate the current agreement.
- Z. TERMINATION BY MUTUAL AGREEMENT. This agreement may be terminated, in whole or part, as follows:



1. When the U.S. Forest Service and The Cooperators agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated.
2. By 30 days written notification by The Cooperators to the U.S. Forest Service setting forth the reasons for termination, effective date, and in the case of partial termination, the portion to be terminated. If the U.S. Forest Service decides that the remaining portion of the agreement does not accomplish the purpose for which the award/agreement was made, the U.S. Forest Service may terminate the award upon 30 days written notice in its entirety.

AA. ALTERNATE DISPUTE RESOLUTION – PARTNERSHIP AGREEMENT. In the event of any issue of controversy under this agreement, the parties may pursue Alternate Dispute Resolution procedures to voluntarily resolve those issues. These procedures may include, but are not limited to conciliation, facilitation, mediation, and fact finding.

BB. DEBARMENT AND SUSPENSION. The Cooperators shall immediately inform the U.S. Forest Service if they or any of their principals are presently excluded, debarred, or suspended from entering into covered transactions with the Federal Government according to the terms of 2 CFR Part 180. Additionally, should The Cooperators or any of their principals receive a transmittal letter or other official Federal notice of debarment or suspension, then they shall notify the U.S. Forest Service without undue delay. This applies whether the exclusion, debarment, or suspension is voluntary or involuntary.

CC. COPYRIGHTING. The Cooperators is/are granted sole and exclusive right to copyright any publications developed as a result of this agreement. This includes the right to publish and vend throughout the world in any language and in all media and forms, in whole or in part, for the full term of copyright and all renewals thereof in accordance with this agreement.

No original text or graphics produced and submitted by the U.S. Forest Service must be copyrighted. The U.S. Forest Service reserves a royalty-free, nonexclusive, and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for Federal Government purposes. This right must be transferred to any sub-agreements or subcontracts.

This provision includes:

1. The copyright in any work developed by The Cooperators under this agreement.
2. Any right of copyright to which The Cooperators purchase(s) ownership with any Federal contributions.

DD. PUBLICATION SALE. The Cooperators may sell any publication developed as a result of this agreement. The publication may be sold at fair market value, which



is initially defined in this agreement to cover the costs of development, production, marketing, and distribution. After the costs of development and production have been recovered, fair market value is defined in this agreement to cover the costs of marketing, printing, and distribution only. Fair market value must exclude any in-kind or Federal Government contributions from the total costs of the project.

EE. TRAINING, EVALUATION, AND CERTIFICATION OF SAWYERS.

Any of the cooperator's employees, and any participants and volunteers engaged on behalf of the cooperator and Forest Service, who will use chain saws or crosscut saws on National Forest System lands to conduct the program of work contained in this agreement must be trained, evaluated, and certified in accordance with Forest Service Manual 2358 and Forest Service Handbook 6709.11, section 22.48b. The cooperator is responsible for providing this training, evaluation, and certification, unless the Forest Service and the cooperator determine it is not in the best interest of the partnership. In these circumstances, the Forest Service, upon request and based on availability of Agency funding and personnel, may assist with developing and conducting training, evaluation, and certification of the cooperator's employees, and any volunteers and participants engaged on behalf of the cooperator and the Forest Service, who will use chain saws or cross cut saws on National Forest System lands.

FF. MODIFICATIONS. Modifications within the scope of this agreement must be made by mutual consent of the parties, by the issuance of a written modification signed and dated by all properly authorized, signatory officials, prior to any changes being performed. Requests for modification should be made, in writing, at least 60 days prior to implementation of the requested change.

GG. COMMENCEMENT/EXPIRATION DATE. This agreement is executed as of the date of the last signature and is effective through June 30, 2023 at which time it will expire. The expiration date is the final date for completion of all work activities under this agreement.

VI. APPROVAL.

AUTHORIZED REPRESENTATIVES. By signature below, each party certifies that the individuals listed in this document as representatives of the individual parties are authorized to act in their respective areas for matters related to this agreement. In witness whereof, the parties hereto have executed this agreement as of the last date written below.

Date



Date

U.S. Forest Service,

The authority and format of this agreement have been reviewed and approved for signature.

Date

U.S. Forest Service Grants Management Specialist

Burden Statement

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0217. The time required to complete this information collection is estimated to average 4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

EXHIBIT A OPERATING PLAN

PROJECT 1 – Eastern Sierra Recreation Partnership Priority Development

I. GENERAL PROJECT DESCRIPTION:

This Operating Plan encompasses efforts between Mono County, California and the Town of Mammoth Lakes, California, hereinafter referred to as “the Cooperators,” and the USDA, Forest Service, Pacific Southwest Region, Inyo National Forest and Intermountain Region, Humboldt-Toiyabe National Forest, hereinafter referred to as the “U.S. Forest Service,” to identify priority recreation-related programs and projects in partnership to provide healthy forests and sustainable recreation and infrastructure. The U.S. Forest Service and Cooperators, or “Partners” will work together in development of these priorities to reduce redundancies, work toward mutual goals, maximize resources, and to improve transparency between and with stakeholders. An initial list of priorities shall be established by the Partners and updated/modified as work is accomplished throughout the life of this agreement.

The U.S. Forest Service under the laws of the United States and the regulations of the Secretary of Agriculture is responsible for managing the natural resources on National Forest System lands, including wildlife and fish resources and providing recreational opportunities, in a manner that is sustainable and will not impair the productivity of the land. The U.S. Forest Service desires to partner with the Cooperators to design, plan, implement, and report out projects to improve and maintain recreational opportunities as well as restore ecosystems to their natural resiliency and functions through on-the-ground stewardship activities.

The U.S. Forest Service and the Cooperators share a mutual interest in operating and maintaining National Forest facilities located on the Inyo National Forest and Humboldt-Toiyabe National Forest and within the Town of Mammoth Lakes municipal boundary and Mono County, California. This mutual interest is driven by the fact that outdoor recreation activities are the largest driver of visitors to the region, and these activities contribute significantly to the economic vitality of local communities. Providing high quality facilities and programs is a critical service in managing visitation and sustaining National Forest resources, while ensuring that the region remain a desirable destination. This Agreement and Operating Plan are intended to maximize the parties’ collective and collaborative efforts.

Initial focus areas used to develop priority work for the Partners to consider include, but are not limited to:

- Permitting facilitation and clean-up (i.e. use permits, film permits, other agreements);
- Maintenance and staffing of visitor centers;
- Existing “hard infrastructure” including bathrooms, pavement maintenance, water, sewer, other buildings;
- Existing “soft infrastructure” including trail maintenance, signage, campground service;
- New soft and hard infrastructure as described above;
- New trails and facility planning and construction;

- County/Town recreational infrastructure maintenance, rehabilitation and new projects identification and work program development; and
- Project planning including environmental review.

Specific projects on National Forest System Lands shall be incorporated to this agreement following modification procedures as identified in Section V. FF. of this agreement, or established through separate Operating Plans or instrument(s), where appropriate.

II. RESPONSIBILITIES:

A. The Cooperators Shall:

1. Provide a Cooperator main point of contact to support the tasks outlined in this Operating Plan;
2. Within existing Cooperator budgets, dedicate staff time and resources to complete the work outlined in this Operating Plan;
3. Identify Cooperator recreation-related priorities including how the programs or projects will meet the intent of the Partnership goals;
4. Work cooperatively with the U.S. Forest Service in establishing the priority programs and projects and participate in and share responsibilities with the Partners to schedule and facilitate regular meetings and communication to complete the work outlined in this Operating Plan;
5. Provide GIS support, maps, surveys, budget information, cost information, and other data to the Cooperator, as needed for development of priorities; and
6. Regularly evaluate the progress of work outlined in this Operating Plan to ensure goals are being met.

B. The U.S. Forest Service Shall:

1. Provide a U.S. Forest Service main point of contact from each Forest to support the tasks outlined in this Operating Plan;
2. Within existing Forest Service budgets, dedicate staff time and resources to complete the work outlined in this Operating Plan;
3. Identify U.S. Forest Service recreation-related priorities including how the programs or projects will meet the intent of the Partnership goals;
4. Work cooperatively with the Cooperators in establishing the priority programs and projects and participate in and share responsibilities with the Partners to schedule and facilitate regular meetings and communication to complete the work outlined in this Operating Plan;
5. Provide GIS support, maps, surveys, budget information, cost information, and other data to the Cooperator, as needed for development of priorities;
6. Provide staff support from public services, resource specialists, and technicians if needed to develop priorities; and
7. Regularly evaluate the progress of work outlined in this Operating Plan to ensure goals are being met.

III. TERM OF OPERATING PLAN: The project work will be completed during the period starting date of final signature this Agreement and ending **June 30, 2023**.

IV. FINANCIAL PLAN: Attached is the Financial Plan for this operating plan starts the date of final signature this Agreement and ending **June 30 2023**.

V. ADDITIONAL AUTHORITIES: The Expanded Partnership Authority for Interpretive Services, Cooperative Funds and Deposits Act, 16 U.S.C. 565a-1, as amended (Authority expires September 30, 2019).

VI. ATTACHMENTS:

1. Exhibit B, FS-1500b, Financial Plan
2. Exhibit C, FS-1500-23, Optional Performance Reporting Template

Instructions: Use this form in conjunction with Forest Service Handbook (FSH) 1509.11, Ch. 70, Financial Planning Requirements, for participating, challenge cost-share, joint venture, and cost-reimbursable agreements. This form may be used for other types of Forest Service Manual 1580 agreements, when useful. Choose one of the three (3) financial plan versions and complete. Each version requires identical information and result in calculations and cost analysis that are the same. Version 1 cost analysis data values are automatically entered into the financial plan matrix. Version 2 requires manual entry of the cost analysis data values into the financial plan matrix. Version 3 should be used if there are multiple Cooperators. Users do not have to use or print versions/sheets that are not applicable to their agreement.

The purpose of this form is to capture the total estimated value of the proposed agreement. Once the agreement is approved, in writing, by the parties, then this financial plan becomes the financial estimates for the agreement. This financial plan must display the parties' expected contributions to the agreement. These contributions should be broken down by party contribution type (e.g., non-cash, in-kind, cash to cooperator), see below for definitions, and cost elements (e.g., salaries, supplies, travel). Cost element values should be the result of documented cost analysis on this form. Each financial plan version provides samples of cost analysis calculations, see associated Excel comment balloons. Additional instructions are located on version 1 cost analysis tabs.

Definitions for the Matrix Column Headings:

(a) Forest Service Noncash Contribution: Forest Service noncash contributions may consist of employee salaries, overhead (indirect), travel provided, and/or equipment and supplies purchased and provided to the Cooperator for use in the project. These costs are an expense to the Forest Service, but do not include funding for reimbursement of Cooperator expenses.

(b) Forest Service Cash to Cooperator: This is the maximum amount of funding that will be reimbursed or advanced by the Forest Service to the Cooperator. This is an expense to the Forest Service.

(c) Cooperator Noncash Contribution: These are expenses the Cooperator incurs that are contributed to the project in lieu of cash, but for which costs are incurred, such as employee salaries, overhead (indirect costs), travel, equipment, supplies, and so forth. These do not include in-kind contributions from third parties, such as donations from other entities or volunteer labor. All the costs listed here are an expense to the Cooperator.

(d) Cooperator In-Kind Contribution: In-kind contribution provided to the Cooperator from a third party organization(s) for use in the project for which the Cooperator has incurred no expense. Value assessed for volunteer labor and donated materials, equipment and supplies should be valued based on FSH 1509.11, Ch. 70. These values are not reimbursable and can only be used to satisfy the Cooperator's matching requirement. Display these contributions by Cost Element Expenditures.

(e) Total Project Value: The sum of all the values provided toward the project. This figure reflects the true estimated cost of the project.

Definitions for Cost Allowability

(a) **Allowable Cost:** A cost, as recorded on the Agreements Financial Plan (Long, Medium, and Short) forms, associated with an agreement, which meets the criteria for authorized expenditures specific in a cost principle methodology. Generally, it meets the cost principle methodology, and is a cost the parties to an agreement intend to charge, and must be: Reasonable for the performance of the award; Necessary and reasonable for proper and efficient performance and administration of the agreement; Consistently treated as either a direct or indirect cost; Generally, determined in accordance with generally accepted accounting principles (GAAP); Net of all applicable credits (that is, less any future rebates from the purchase of goods or services); Separate from a cost or from a cost-sharing/matching requirement of another Federal award or agreement, unless otherwise permitted by Federal law or regulation; Adequately documented; Authorized or not prohibited by Federal, State, or local laws and regulations; Compliant with limits or exclusions on types or amounts of costs, as set forth in relevant Federal laws, agreement terms and conditions, or other governing regulations (examples of such costs include: entertainment, alcohol, and taxes); and, Consistent with the agency's and cooperator's internal policies, regulations, and procedures that apply to both Federal awards or agreements and other cooperator activities.

(b) **Allocable Cost:** A cost, as recorded on the Agreements Financial Plan (Long, Medium, and Short) forms, associated with an agreement, which in accordance with the relative benefit received by either party for the award, is treated consistently with other costs incurred for the same purpose and in like circumstances, and if it: Is incurred specifically for the award; Benefits both the award and other ancillary work, and the cost may be distributed in reasonable proportion to the benefits received (an example of this type of cost is a piece of equipment that is used for multiple projects); or Necessary to the overall operation of the organization, although a direct relationship to any particular cost objective may not be shown.

(c) **Reasonable Cost:** A cost, as recorded on the Agreements Financial Plan (Long, Medium, and Short) forms, associated with an agreement, that, in its nature and amount, does not exceed an amount that a prudent person, under the circumstances prevailing at the time the decision was made, would incur. Other factors to consider are: Whether the cost is of a type generally recognized as ordinary and necessary for the entity's operation or agreement performance; The restraints or requirements imposed by factors such as generally accepted, sound, business practices; arms-length bargaining; Federal and State laws and regulations; and the terms and conditions of the agreement; Market prices or industry standard costs for similar goods and services (that is, is the cooperator offering goods or services for an amount that exceeds what is readily available in the marketplace); Whether individuals concerned acted with prudence under the circumstances, considering their responsibilities to the entity; its members, employees, and clients; the public; and the government; and Significant deviations from established practices of the governmental entity that might unjustifiably increase costs charged to the agreement.

Burden Statement

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0217. The time required to complete this information collection is estimated to average 45 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD). To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

Attachment:

USFS Agreement No.:
Cooperator Agreement No.:

Mod. No.:

Note: This Financial Plan may be used when:
(1) No program income is expected and
(2) The Cooperator is not giving cash to the FS and
(3) There is no other Federal funding

Agreements Financial Plan (Short Form)

Financial Plan Matrix:

Note: All columns may not be used. Use depends on source and type of contribution(s).

	FOREST SERVICE INYO CONTRIBUTIONS		FOREST SERVICE H-T CONTRIBUTIONS		MONO COUNTY CONTRIBUTIONS		TOML CONTRIBUTIONS		(i) Total
	(a) Noncash	(b) Cash to Cooperator	(c) Noncash	(d) Cash to Cooperator	(e) Noncash	(f) In-Kind	(g) Noncash	(h) In-Kind	
COST ELEMENTS									
Direct Costs									
Salaries/Labor	\$13,225.00	\$0.00	\$13,225.00	\$0.00	\$9,681.12	\$0.00	\$68,400.40	\$0.00	\$104,531.52
Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$734.40	\$0.00	\$0.00	\$0.00	\$734.40
Equipment	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Supplies/Materials	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Printing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal	\$13,225.00	\$0.00	\$13,225.00	\$0.00	\$10,415.52	\$0.00	\$68,400.40	\$0.00	\$105,265.92
Coop Indirect Costs							\$10,260.06		\$0.00
FS Overhead Costs									\$0.00
Total	\$13,225.00	\$0.00	\$13,225.00	\$0.00	\$10,415.52	\$0.00	\$78,660.46	\$0.00	
Total Project Value:							\$115,525.98		

Matching Costs Determination			
Total Inyo Forest Service Share = (a+b) ÷ (i) = (j)	(j) 11.45%	Total H-T Forest Service Share = (c+d) ÷ (i) = (k)	(k) 11.45%
Total Mono Co Cooperator Share = (e+f) ÷ (i) = (l)	(l) 9.02%	Total TOML Cooperator Share = (g+h) ÷ (i) = (m)	(m) 68.09%
		Total (j+k+l+m) = (n)	(n) 100.00%

2. Cost Analysis:

Use the following section to show additional information that supports the lump sum figures provided above. The following Cost Analysis boxes, (a)-(d), should provide a cost analysis of the corresponding matrix columns, (a)-(d), above, e.g. matrix column (a) *FS Non-Cash Contribution* should be analyzed under block (a), below, and matrix column (b) *FS In-Kind Contribution* should be analyzed under block (b), below, etc. Furthermore, each cost analysis box, below, should have clear labels indicating which cost element, above, is being analyzed, e.g. Salary/Labor = hrs or days x rate; Travel = miles x rate, or months x FOR rate (that is, days x per diem rate; Equipment Use = hrs or days x rate; Supplies & Materials--list of items and estimated cost; Printing = estimated cost per item; Indirect Cost = Direct cost x current indirect rate.

If necessary, add additional sheets for cost analysis. To compress any unwanted portion(s) of this section, highlight the section to be hidden, then select "Format", "Row", and "Hide" from the toolbar.

Column (a) | The Inyo NF will contribute to the work outlined in the Project 1 Operating Plan utilizing staff to participate and coordinate completion of project goals.
Forest Service
Inyo
Noncash
Contribution

Column (b) | **No Cash to Cooperators is included in Project 1 of this Agreement**
Forest Service
Inyo Cash to
Cooperator

Column (c) | The Humboldt-Toiyabe NF will contribute to the work outlined in the Project 1 Operating Plan utilizing staff to participate and coordinate completion of project goals.
Forest Service H
T
Noncash
Contribution

Column (d) | **No Cash to Cooperators is included in Project 1 of this Agreement**
Forest Service H
T Cash to
Cooperator

Column (e) |

Mono Co
Noncash
Contribution

Column (f)

Mono Co
Third Party
In-Kind
Contribution

Column (g)

TOML
Noncash
Contribution

Column (h)

TOML Third
Party
In-Kind
Contribution

WORKSHEET FOR

FS Inyo Non-Cash Contribution Cost Analysis, Column (a)
--

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix.

NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor

Standard Calculation					
-----------------------------	--	--	--	--	--

Job Description		Cost/Day	# of Days		Total
Authorized Officer		\$450.00	8.00		\$3,600.00
Program Manager		\$400.00	15.00		\$6,000.00
Recreation Specialist		\$350.00	5.00		\$1,750.00
Resource Specialist		\$350.00	3.00		\$1,050.00
Resource Technician		\$275.00	3.00		\$825.00
					\$0.00

Non-Standard Calculation					
---------------------------------	--	--	--	--	--

Total Salaries/Labor	\$13,225.00
-----------------------------	--------------------

Travel

Standard Calculation					
-----------------------------	--	--	--	--	--

Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation					
---------------------------------	--	--	--	--	--

Total Travel	\$0.00
---------------------	---------------

Equipment

Standard Calculation					
-----------------------------	--	--	--	--	--

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation					
---------------------------------	--	--	--	--	--

Total Equipment	\$0.00
------------------------	---------------

Supplies/Materials

Standard Calculation				
Supplies/Materials	# of Items	Cost/Item		Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Supplies/Materials	\$0.00
---------------------------------	---------------

Printing

Standard Calculation				
Paper Material	# of Units	Cost/Unit		Total
				\$0.00

Non-Standard Calculation

Total Printing	\$0.00
-----------------------	---------------

Other Expenses

Standard Calculation				
Item	# of Units	Cost/Unit		Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Other	\$0.00
--------------------	---------------

Subtotal Direct Costs	\$13,225.00
------------------------------	--------------------

Forest Service Overhead Costs

Current Overhead Rate	Subtotal Direct Costs		Total
	\$13,225.00		\$0.00

Total FS Overhead Costs	\$0.00
--------------------------------	---------------

TOTAL COST	\$13,225.00
-------------------	--------------------

WORKSHEET FOR

FS Inyo Cash to the Cooperator Cost Analysis, Column (b)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix.
NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor**Standard Calculation**

Job Description		Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation**Total Salaries/Labor****\$0.00****Travel****Standard Calculation**

Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation**Total Travel****\$0.00****Equipment****Standard Calculation**

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Equipment	\$0.00
------------------------	---------------

Supplies/Materials				
Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Supplies/Materials	\$0.00
---------------------------------	---------------

Printing				
Standard Calculation				
Paper Material		# of Units	Cost/Unit	Total
				\$0.00
Non-Standard Calculation				
				\$0.00
				\$0.00

Other Expenses				
Standard Calculation				
Item		# of Units	Cost/Unit	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				
				\$0.00

Subtotal Direct Costs	\$0.00
------------------------------	---------------

Cooperator Indirect Costs				
Current Overhead Rate	Subtotal Direct Costs			Total
	\$0.00			\$0.00
Total Coop. Indirect Costs				\$0.00

TOTAL COST	\$0.00
-------------------	---------------

WORKSHEET FOR

FS H-T Non-Cash Contribution Cost Analysis, Column (c)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix.

NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor

Standard Calculation				
-----------------------------	--	--	--	--

Job Description		Cost/Day	# of Days		Total
Authorized Officer		\$450.00	8.00		\$3,600.00
Program Manager		\$400.00	15.00		\$6,000.00
Recreation Specialist		\$350.00	5.00		\$1,750.00
Resource Specialist		\$350.00	3.00		\$1,050.00
Resource Technician		\$275.00	3.00		\$825.00
					\$0.00

Non-Standard Calculation

Total Salaries/Labor	\$13,225.00
-----------------------------	--------------------

Travel

Standard Calculation				
-----------------------------	--	--	--	--

Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Travel	\$0.00
---------------------	---------------

Equipment

Standard Calculation				
-----------------------------	--	--	--	--

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Equipment	\$0.00
------------------------	---------------

Supplies/Materials

Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Supplies/Materials	\$0.00
---------------------------------	---------------

Printing

Standard Calculation				
Paper Material		# of Units	Cost/Unit	Total
				\$0.00

Non-Standard Calculation

Total Printing	\$0.00
-----------------------	---------------

Other Expenses

Standard Calculation				
Item		# of Units	Cost/Unit	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Other	\$0.00
--------------------	---------------

Subtotal Direct Costs	\$13,225.00
------------------------------	--------------------

Forest Service Overhead Costs

Current Overhead Rate	Subtotal Direct Costs		Total
	\$13,225.00		\$0.00

Total FS Overhead Costs	\$0.00
--------------------------------	---------------

TOTAL COST	\$13,225.00
-------------------	--------------------

WORKSHEET FOR

FS H-T Cash to the Cooperator Cost Analysis, Column (d)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix.
 NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formules, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor					
Standard Calculation					
Job Description		Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Salaries/Labor					\$0.00
-----------------------------	--	--	--	--	---------------

Travel					
Standard Calculation					
Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Travel					\$0.00
---------------------	--	--	--	--	---------------

Equipment					
Standard Calculation					
Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Equipment	\$0.00
------------------------	---------------

Supplies/Materials				
Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Supplies/Materials	\$0.00
---------------------------------	---------------

Printing				
Standard Calculation				
Paper Material		# of Units	Cost/Unit	Total
				\$0.00
Non-Standard Calculation				
				\$0.00

Total Printing	\$0.00
-----------------------	---------------

Other Expenses				
Standard Calculation				
Item		# of Units	Cost/Unit	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Other	\$0.00
--------------------	---------------

Subtotal Direct Costs	\$0.00
------------------------------	---------------

Cooperator Indirect Costs				
Current Overhead Rate	Subtotal Direct Costs			Total
	\$0.00			\$0.00
Total Coop. Indirect Costs				\$0.00

TOTAL COST	\$0.00
-------------------	---------------

WORKSHEET FOR

Mono Co. Non-Cash Contribution Cost Analysis, Column (e)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor				
Standard Calculation				
Job Description		Cost/Day	# of Days	Total
Assistant CAO		\$663.52	7.00	\$4,644.64
CAO		\$949.28	1.00	\$949.28
Principal Planner		\$451.04	3.00	\$1,353.12
Com Dev Analyst		\$301.44	3.00	\$904.32
County Counsel		\$914.88	2.00	\$1,829.76
Non-Standard Calculation				

Total Salaries/Labor	\$9,681.12
-----------------------------	-------------------

Travel				
Standard Calculation				
Travel Expense	Employees	Cost/Trip	# of Trips	Total
Bridgeport to Mammoth	1	\$61.20	12.00	\$734.40
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Travel	\$734.40
---------------------	-----------------

Equipment				
Standard Calculation				
Piece of Equipment	# of Units	Cost/Day	# of Days	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Equipment	\$0.00
------------------------	---------------

Supplies/Materials				
Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Supplies/Materials **\$0.00**

Printing				
Standard Calculation				
Paper Material		# of Units	Cost/Unit	Total
				\$0.00

Non-Standard Calculation

Total Printing **\$0.00**

Other Expenses				
Standard Calculation				
Item		# of Units	Cost/Unit	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Other **\$0.00**

Subtotal Direct Costs	\$10,415.52
------------------------------	--------------------

Cooperator Indirect Costs

Current Overhead Rate	Subtotal Direct Costs		Total
	\$10,415.52		\$0.00
Total Coop. Indirect Costs			\$0.00

TOTAL COST	\$10,415.52
-------------------	--------------------

WORKSHEET FOR

Mono Co. In-Kind Contribution Cost Analysis, Column (f)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor					
Standard Calculation					
Job Description		Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Salaries/Labor					\$0.00
-----------------------------	--	--	--	--	---------------

Travel					
Standard Calculation					
Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Travel					\$0.00
---------------------	--	--	--	--	---------------

Equipment					
Standard Calculation					
Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Equipment		\$0.00
------------------------	--	---------------

Supplies/Materials			
Standard Calculation			
Supplies/Materials		# of Items	Cost/Item
			Total
			\$0.00
			\$0.00
			\$0.00
Non-Standard Calculation			

Total Supplies/Materials		\$0.00
---------------------------------	--	---------------

Printing			
Standard Calculation			
Paper Material		# of Units	Cost/Unit
			Total
			\$0.00
Non-Standard Calculation			

Total Printing		\$0.00
-----------------------	--	---------------

Other Expenses			
Standard Calculation			
Item		# of Units	Cost/Unit
			Total
			\$0.00
			\$0.00
			\$0.00
			\$0.00
Non-Standard Calculation			

Total Other		\$0.00
--------------------	--	---------------

Subtotal Direct Costs	\$0.00
------------------------------	---------------

TOTAL COST	\$0.00
-------------------	---------------

WORKSHEET FOR

TOML Non-Cash Contribution Cost Analysis, Column (g)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor				
Standard Calculation				
Job Description		Cost/Day	# of Days	Total
Town Manager		\$1,029.12	15.00	\$15,436.80
Pub. Works Director		\$871.12	15.00	\$13,066.80
Comm. Dev. Director		\$733.60	10.00	\$7,336.00
Assist. To Town Manager		\$579.60	10.00	\$5,796.00
Engr. Manager		\$595.84	15.00	\$8,937.60
Associate Planner		\$482.32	10.00	\$4,823.20
Trails Coordinater		\$520.16	25.00	\$13,004.00
Non-Standard Calculation				

Total Salaries/Labor				\$68,400.40
-----------------------------	--	--	--	--------------------

Travel				
Standard Calculation				
Travel Expense	Employees	Cost/Trip	# of Trips	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Travel				\$0.00
---------------------	--	--	--	---------------

Equipment				
Standard Calculation				
Piece of Equipment	# of Units	Cost/Day	# of Days	Total
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
Non-Standard Calculation				

Total Equipment	\$0.00
------------------------	---------------

Supplies/Materials				
Standard Calculation				
Supplies/Materials	# of Items	Cost/Item	Total	
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Supplies/Materials	\$0.00
---------------------------------	---------------

Printing				
Standard Calculation				
Paper Material	# of Units	Cost/Unit	Total	
				\$0.00

Non-Standard Calculation

	\$0.00
--	--------

Total Printing	\$0.00
-----------------------	---------------

Other Expenses				
Standard Calculation				
Item	# of Units	Cost/Unit	Total	
				\$0.00
				\$0.00
				\$0.00
				\$0.00

Non-Standard Calculation

Total Other	\$0.00
--------------------	---------------

Subtotal Direct Costs	\$68,400.40
------------------------------	--------------------

Cooperator Indirect Costs				
Current Overhead Rate	Subtotal Direct Costs		Total	
15.00%	\$68,400.40			\$10,260.06
Total Coop. Indirect Costs				\$10,260.06

TOTAL COST	\$78,660.46
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WORKSHEET FOR

TOML In-Kind Contribution Cost Analysis, Column (h)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determining a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formulas, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x \$1,200/contract= \$1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor					
Standard Calculation					
Job Description		Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Salaries/Labor					\$0.00
-----------------------------	--	--	--	--	---------------

Travel					
Standard Calculation					
Travel Expense	Employees	Cost/Trip	# of Trips		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation

Total Travel					\$0.00
---------------------	--	--	--	--	---------------

Equipment					
Standard Calculation					
Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					\$0.00
					\$0.00
					\$0.00
					\$0.00

Non-Standard Calculation



Optional Project Performance Report*

1. Recipient/Cooperator Name: _____	
2. Agreement Number: 18-CS-11050400-0XX	3. Project Title: Eastern Sierra Recreation Partnership Priority Development
4. Reporting Period End Date: _____	5. Report Type: <input type="checkbox"/> Interim <input type="checkbox"/> Final

For each program/project in the agreement narrative, please provide brief information on the following:

6. Status Summary:

7. What has been accomplished to date? Please provide a comparison of actual accomplishments to the objectives established in the agreement narrative (quantify where possible):

8. Any problems encountered? Explain delays or changed costs or conditions that significantly impair the ability to meet agreement objectives and timelines. If necessary, please work with the F.S. program manager for an extension of the agreement period.

9. Any changes that you plan to propose? Please work with F.S. program manager to determine if a modification is needed (e.g., a change is needed to the objectives or financial plan).

10. Briefly describe work to be performed during the next reporting period.

11. Any other comments considered of importance but not discussed above?

12. Signatures of Authorized Representative: by signature below, the signing parties certify that they are the official representatives of their respective parties and authorized to act in their respective areas for matters related to the above-referenced grant/agreement.

Submitted: Cooperator Program Mgr	Signature: _____	Date: _____
	Name/Title: _____	Phone: _____

*Note to Cooperator Project Lead: This optional form helps respond to the performance reporting required by the agreement.

Reviewed: FS Program Mgr	Signature: _____	Date: _____
	Name/Title: _____	Phone: _____

*Note to F. S. Program Manager: Please document this and any other monitoring activity in NRM or send to G&A Personnel.

*Burden Statement*

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0217. The time required to complete this information collection is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

**INSTRUCTIONS FOR FORM FS-1500-23**

1. Enter the recipient's or cooperator's name.
2. Enter the original U.S. Forest Service agreement number.
3. Enter the project's title.
4. Enter the type of report.
- 6-8. Provide information related to each program/project in the agreement narrative.
11. Self explanatory.



EASTERN SIERRA RECREATION COORDINATOR

Salary Range: Executive (\$73,000 - \$89,425)

Exempt, At-Will

INTRODUCTION

The position is an employee of the Town of Mammoth Lakes but, by contract between the Town and Mono County, will also provide services on behalf of the Town to the County, as described below. While much of the work provided by this position will benefit the Town and the County, through benefit to the region generally, specific projects or tasks may be assigned solely by the Town or by the County for the respective benefit of each. It is expected that the position will spend an average of 2/5 of their time engaged in projects and work requested by the County and an average of 3/5 of their time engaged in projects requested by the Town. These ratios may also be satisfied through time spent on projects and work requested by both entities.

DEFINITION

To coordinate engagement efforts between the Town of Mammoth Lakes, Mono County, and Federal Land Management Agencies (Inyo National Forest, Humboldt-Toiyabe National Forest, and Bureau of Land Management), and other agencies on short-, medium-, and long-term planning and implementation efforts involving public lands. To facilitate, expedite, and enable an efficient and productive working relationship between federal, state, county, municipal, and other non-agency partners.

SUPERVISION RECEIVED AND EXERCISED

Position reports directly to the Town of Mammoth Lakes Town Manager, or designee. Specific Mono-County work assignments to be directed and coordinated by the Mono County Administrative Officer, or designee. Satisfactory work performance will be based in part on feedback from the County to the Town regarding the incumbent's performance of work requested by the County or performed for or on behalf of both the Town and the County.

ESSENTIAL DUTIES AND RESPONSIBILITIES

Duties may include, but are not limited to:

General

- Work with Town, County, USFS, and BLM staff, and elected officials (as appropriate) to identify areas of need related to land management and recreation.
- Coordinate inter-agency land management and recreation programs and projects with consideration for multiple agencies and partner's needs; identify and process agreements necessary for the coordination of such projects and programs.
- Facilitate the application, issuance, renewal, and updating of agreements, contracts, and special use permits including but not limited to, infrastructure permits; road permits; multi-use pathway permits; film and media permits; and other related infrastructure permits.



- Represent the Town of Mammoth Lakes, Mono County, USFS, and other partners at various public events and meetings related to trails and recreation; facilitate public outreach efforts; make public presentations as necessary.
- Participate in detailed trail planning, design, and construction.
- Assist with the management of third-party environmental analysis where appropriate.
- Identify and pursue funding opportunities on behalf of all partners.

Mono County

- Develop, coordinate, and facilitate the implementation of recreational priorities and long-term regional recreation strategies and initiatives for Mono County.
- Organize available labor resources such as volunteers and inmate workforces to assist with identified recreational priorities.
- Identify and pursue grant opportunities for related projects and programs.
- Compile existing work from Mono County's Community Development Department on wayfinding; coordinate and contribute to the regional wayfinding system.
- Coordinate available recreation activities, facility conditions, and projects with the marketing efforts of the Mono County Economic Development Department.
- Develop relevant interpretive materials and programs.

QUALIFICATIONS

Knowledge of:

- USFS special uses permitting processes and procedures.
- Working knowledge and experience with contemporary technology such as GIS, GPS, and various other related software applications.
- Processes and procedures involved in trail planning, design, and construction.
- Complex recreation programs including but not limited to developed recreation; campgrounds, day-use sites; visitor information; dispersed recreation; OHV/OSV; trails; wilderness; ski areas; media and film permitting processes.
- Environmental review processes including NEPA and CEQA and other pertinent federal, state, and local laws, regulations, and policies.
- Principles of project management, planning, and implementation.
- Principles of grant writing and tracking.
- Occupational hazards and standard safety precautions.

Ability to:

- Understand and carry out oral and written directions in accordance with established timelines.
- Work independently in the absence of supervision.



- React with good judgment in emergency situations.
- Establish and maintain effective working relationships with those contacted in the course of work.
- Travel between various work sites within the Eastern Sierra.
- Perform fieldwork requiring hiking over steep and rough terrain, OHV activities, and winter fieldwork including backcountry activities and OSV.

Experience and Training:

A combination of experience and training that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Experience:

Two years of experience in the facilitation and implementation of recreational programs is required. Experience as a federal employee at the level of GS 11 or higher is preferable.

Education

A Bachelor's degree from an accredited university with major coursework in Planning, Geography, Land-Use Management, or a related field is required.

Licenses:

Must have (or receive within State-required time frame) a valid State of California Class C Driver's License with an acceptable driving record and pass an appropriate background check prior to the hire date.

TOOLS AND EQUIPMENT USED

Use of standard office equipment including a personal computer, phone, copy and fax machine, and various graphic design tools. Use of a motor vehicle and a variety of hand tools used in trail construction and maintenance. Occasional use of power equipment and small pieces of motorized equipment may be used for related trail work.

PHYSICAL DEMANDS

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this job, the employee is frequently required to talk, hear, sit, stand, use hands to finger, handle, feel and operate objects, tools and controls, and reach with hands and arms. The employee must frequently lift and/or move up to 40 pounds and occasionally lift and/or move up to 75 pounds. Ability to spend extended periods of time hiking in various terrain is required. Hand-eye coordination is necessary to operate computers, various pieces of office equipment, and trail maintenance and construction tools. Specific vision abilities



required by this job include close vision, distance vision, peripheral vision, depth perception, and the ability to adjust focus. Ability to work at altitude in an outdoor setting is required.

WORK ENVIRONMENT

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Work is performed both within an office setting and outside in various weather conditions, which may include extreme cold, windy, wet, and wintery conditions. The employee is occasionally exposed to wet and/or humid conditions or airborne particles including dust and pollen and similar particulates. Employee will frequently be exposed to risks associated with rugged topography and adverse weather conditions. The noise level in the work environment is usually quiet in the office to loud in the field.

The duties listed above are intended only as illustrations of the various types of work that may be performed. The omission of specific statements of duties does not exclude them from the position if the work is similar, related, or a logical assignment to the position. The job description does not constitute an employment agreement between the employer and employee and is subject to change by the employer as the needs of the employer and requirements of the job change.

DRAFT

Mono County Local Transportation Commission

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

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

LTC Staff Report

May 14, 2018

FROM: Gerry Le Francois, Co-Director

SUBJECT: Proposition 69 requires that new certain transportation revenues (SB1) be used for transportation purposes

RECOMMENDATIONS

Discuss & consider endorsement for Proposition 69 and provide any desired direction to staff

FISCAL IMPLICATIONS

Protects current SB 1 funding

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP / RTIP CONSISTENCY

Not applicable

DISCUSSION:

Proposition 69 would require that revenues generated by a 2017 transportation funding law, through a certain vehicle license fee and diesel sales tax, be used only for transportation purposes, including public transportation. Generally, prohibits the Legislature from diverting those funds to other purposes. Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt. Exempts new revenues from state and local spending limits. Proposition 69 is on the June 5 ballot.

ATTACHMENT

- Proposition 69 information

REQUIRES THAT CERTAIN NEW TRANSPORTATION REVENUES BE USED FOR TRANSPORTATION PURPOSES. LEGISLATIVE CONSTITUTIONAL AMENDMENT.

OFFICIAL TITLE AND SUMMARY

PREPARED BY THE ATTORNEY GENERAL

The text of this measure can be found on the Secretary of State's website at <http://voterguide.sos.ca.gov/>.

- Requires that revenues generated by a 2017 transportation funding law, through a certain vehicle license fee and diesel sales tax, be used only for transportation purposes, including public transportation. Generally prohibits the Legislature from diverting those funds to other purposes.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

SUMMARY OF LEGISLATIVE ANALYST'S ESTIMATE OF NET STATE AND LOCAL GOVERNMENT FISCAL IMPACT:

- No direct effect on the amount of state and local revenues or costs, as the measure does not change existing tax and fee rates.
- The measure could affect how some monies are spent by ensuring that revenues from recently enacted taxes and fees continue to be spent on transportation purposes.
- The measure would put the state a little further below its constitutional spending limit.

FINAL VOTES CAST BY THE LEGISLATURE ON ACA 5 (PROPOSITION 69) (RESOLUTION CHAPTER 30, STATUTES OF 2017)

Senate:	Ayes 28	Noes 10
Assembly:	Ayes 56	Noes 24

ANALYSIS BY THE LEGISLATIVE ANALYST

BACKGROUND

RECENT TRANSPORTATION FUNDING LEGISLATION

In April 2017, the state enacted legislation, Senate Bill 1 (SB 1), to increase annual state funding for transportation in California. Senate Bill 1 (1) increases revenues from various taxes and fees, and (2) dedicates the revenues to transportation purposes, including repairing state highways and local streets, and improving mass transit.

Taxes and Fees. Senate Bill 1 increased gasoline and diesel excise taxes, which are set on a per-gallon basis. It also increased diesel sales taxes, which are set based on price. For zero-emission vehicles (such as electric cars) model year 2020 and later, it increased vehicle registration fees by a fixed dollar amount. Additionally, SB 1 created a

new transportation improvement fee, which vehicle owners pay based on the value of their vehicle. Most of the taxes and fees already are in effect, with all taking effect by 2020.

Restrictions on Revenues. Senate Bill 1 will raise \$5 billion annually when all its taxes and fees are in effect. Figure 1 shows the annual revenues raised from each tax and fee, as well as whether existing provisions of the State Constitution restrict them for transportation purposes. Though the Legislature chose to dedicate all the SB 1 revenues to transportation, the State Constitution does not require this for the revenues from the transportation improvement fees and diesel sales taxes. As such, the Legislature could choose in the future to use these two revenue sources for purposes other than transportation.

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

SPENDING LIMITS

The State Constitution requires the state and local governments to keep their annual spending at or below a certain level, based on a formula established by a voter proposition passed in 1979. The State Constitution exempts some spending from counting toward these limits, including spending from most gasoline and diesel excise tax revenues and spending on capital projects. Due to these exemptions, only a small portion (less than one-tenth) of spending from the new SB 1 revenues count toward the state limit. It is currently estimated that the state is several billion dollars below its limit.

PROPOSAL

Restricts Revenues for Transportation.

Proposition 69 amends the State Constitution to require that the Legislature spend revenues from the new diesel sales taxes and transportation improvement fees on transportation purposes. (This requirement also applies to existing diesel sales tax revenues—not just those imposed by SB 1.) Proposition 69 also prohibits the state from (1) loaning out these revenues (except for cash flow purposes), and (2) using transportation improvement fee revenues to repay state transportation bonds without voter approval. The only way to change these requirements would be for the voters to approve another constitutional amendment in the future.

Exempts Revenues From Spending Limits.

Proposition 69 exempts spending from all the revenues raised from SB 1 from counting toward state and local spending limits.

Figure 1

Existing State Constitutional Restrictions on Recently Enacted Senate Bill 1 Revenues*(In Billions)*

Tax/Fee	Revenues ^a	Restricted for Transportation?
Gasoline Excise Tax	\$2.4	Yes
Transportation Improvement Fee	1.6	No
Diesel Excise Tax	0.7	Yes
Diesel Sales Tax	0.3	No
Zero-Emission Vehicle Fee	— ^b	Yes
Total	\$5.0	

^a In 2020–21, when all taxes and fees are in effect. Excludes revenues from taxes on fuel used in off-highway vehicles (totaling \$0.1 billion). The existing State Constitution and Senate Bill 1 both allow these revenues to be spent on purposes besides transportation.

^b About \$18 million a year.

FISCAL EFFECTS

No Direct Fiscal Effect but Could Affect How Some Monies Are Spent. Proposition 69 would not directly affect the amount of state and local revenues or costs. (This is because it does not change the tax and fee rates established in SB 1.) The proposition could affect how some monies are spent in the future by requiring the Legislature to continue to spend revenues from diesel sales taxes and transportation improvement fees on transportation purposes, rather than other purposes. Additionally, the proposition puts the state a little further below its constitutional spending limit.

Visit <http://www.sos.ca.gov/campaign-lobbying/cal-access-resources/measure-contributions/2018-ballot-measure-contribution-totals/> for a list of committees primarily formed to support or oppose this measure. Visit <http://www.fppc.ca.gov/transparency/top-contributors/jun-18-primary.html> to access the committee's top 10 contributors.

If you desire a copy of the full text of the state measure, please call the Secretary of State at (800) 345-VOTE (8683) or you can email vigfeedback@sos.ca.gov and a copy will be mailed at no cost to you.



YES ON 69: 109

Prevent The Legislature From Redirecting Transportation Revenues And Ensure They Can Only Be Used To Fund Transportation Improvements

Proposition 69 on California's June 2018 ballot ensures existing transportation revenues we pay at the pump and when we register our vehicles can ONLY be used for road and transportation improvement projects. Proposition 69 prohibits the Legislature from diverting these revenues for non-transportation purposes. In 2017, California passed Senate Bill 1, which provides more than \$5 billion in new revenues to fund transportation improvements all over California. Prop 69 constitutionally protects the portion of these new revenues that aren't already protected.

PROP 69 REQUIRES TRANSPORTATION FUNDS BE SPENT ON PRIORITIES LIKE FIXING LOCAL ROADS, HIGHWAYS, BRIDGES AND OTHER TRANSPORTATION PROJECTS.

YES on 69 protects transportation taxes and fees we already pay for:

- ✓ SAFETY IMPROVEMENTS to repair aging and deteriorating bridges, tunnels and overpasses, as well as highways, freeways and local streets and roads.
- ✓ FILLING POTHOLES AND PAVING OVER CRACKED AND CRUMBLING ROADS.
- ✓ RELIEVING TRAFFIC CONGESTION by adding new lanes and making repairs to remove bottlenecks that cause congestion.
- ✓ UPGRADING LIGHT-RAIL AND COMMUTER RAIL, buses and other public transportation services to reduce traffic congestion and improve air quality.
- ✓ IMPROVING PEDESTRIAN SAFETY by building and upgrading crosswalks and sidewalks.

PROP 69 PROTECTS TRANSPORTATION FUNDS AND BENEFITS EVERY CALIFORNIA COMMUNITY. Proposition 69 protects revenues dedicated to every community and transportation agency in the state for repairing local roads and improving public transportation.

PROP 69 DOES NOT INCREASE TAXES.

Proposition 69 protects existing taxes and fees we are already paying. It does not raise taxes.

VOTE [YES ON 69](#) TO ADD STRONG ACCOUNTABILITY AND ENSURE OUR TRANSPORTATION REVENUES CAN ONLY BE USED FOR TRANSPORTATION IMPROVEMENT PROJECTS

Paid for by the Coalition to Protect Local Transportation Improvements, Yes on Prop. 69, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from

California Alliance for Jobs

League of California Cities

State Building and Construction Trades Council of California

California State Association of Counties

Funding details at www.fppc.ca.gov

Caltrans District 9

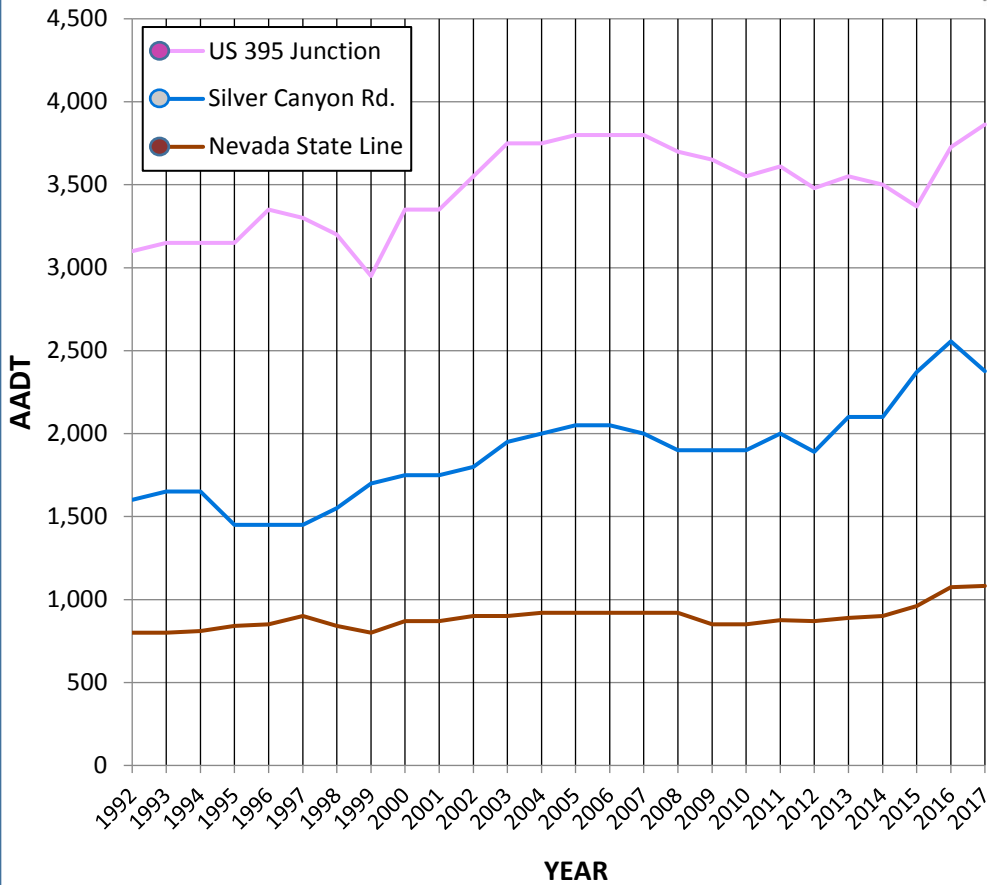
**Average Annual Daily Traffic (AADT) Count Data
for US 395, US 6, SR 14 & SR 58
1992 to 2017 (January – December)**



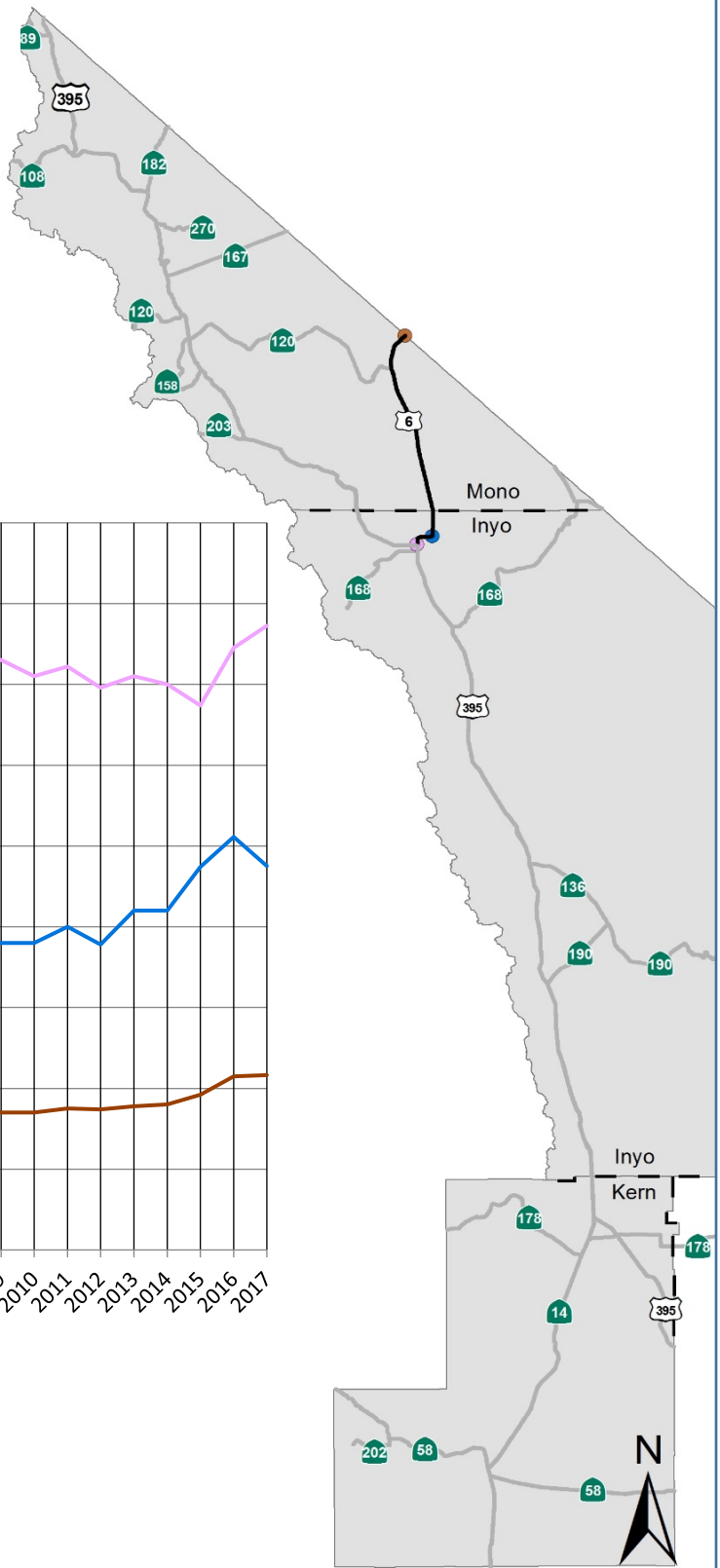
PREPARED BY: CT 09 - SYSTEM PLANNING

AADT for US 6, Inyo and Mono Counties 1992 to 2017

Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

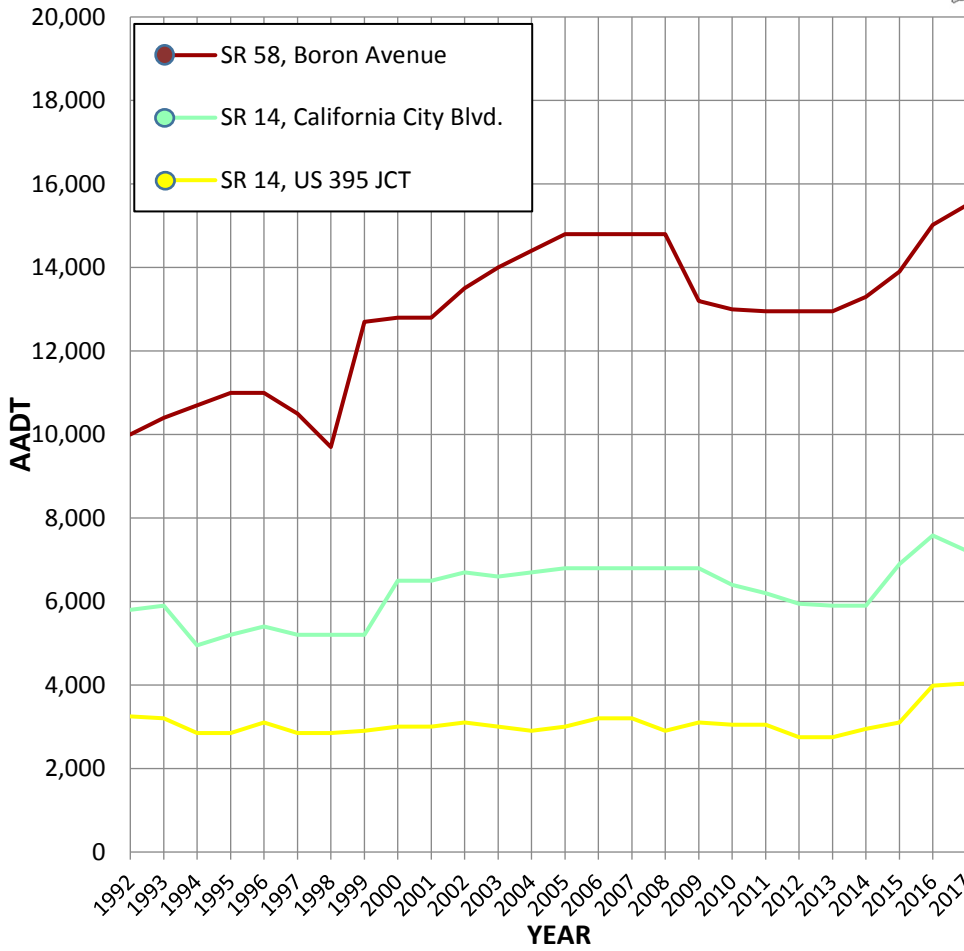


● Count Station
 — US 6

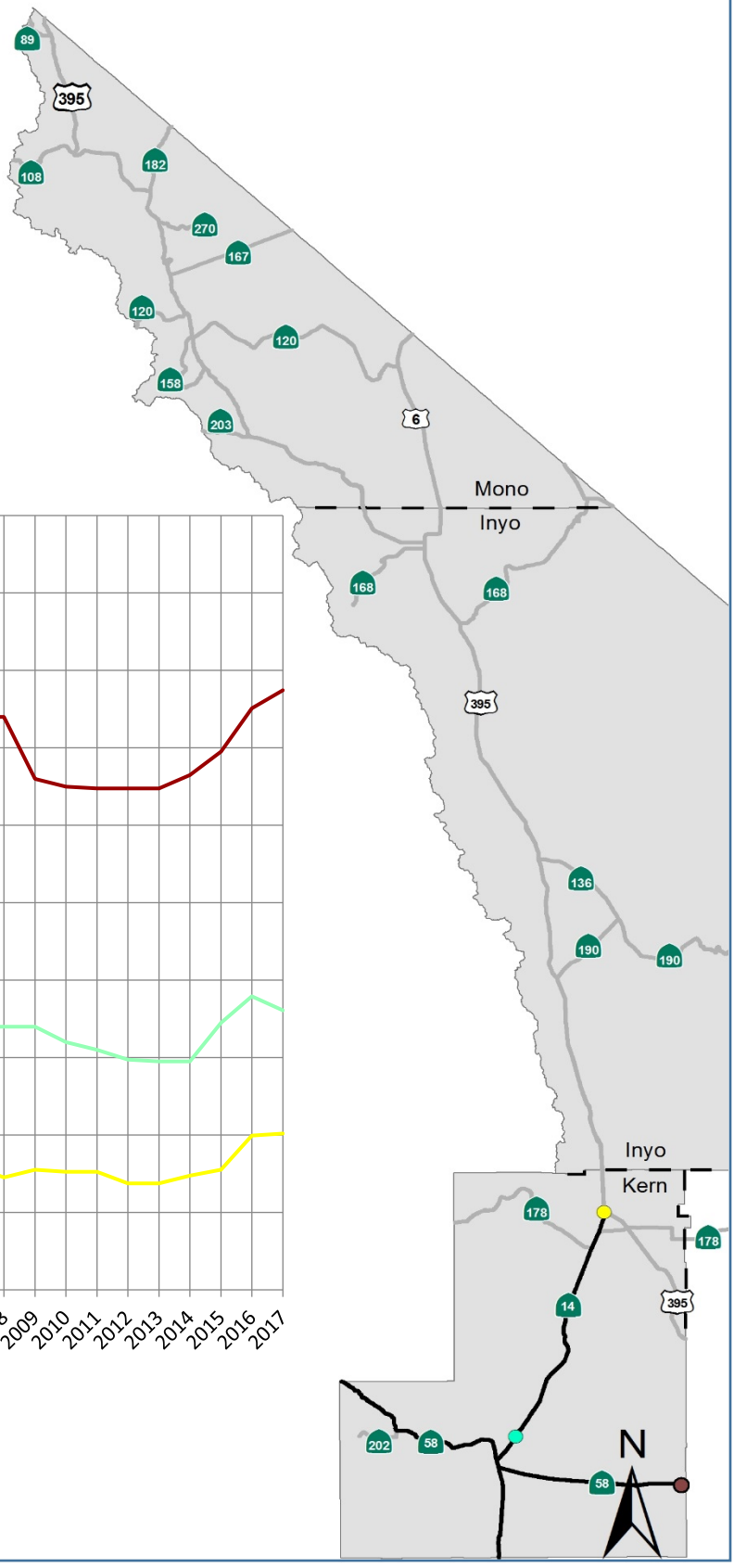


AADT for SR 14 & SR 58, Kern County 1992 to 2017

Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.



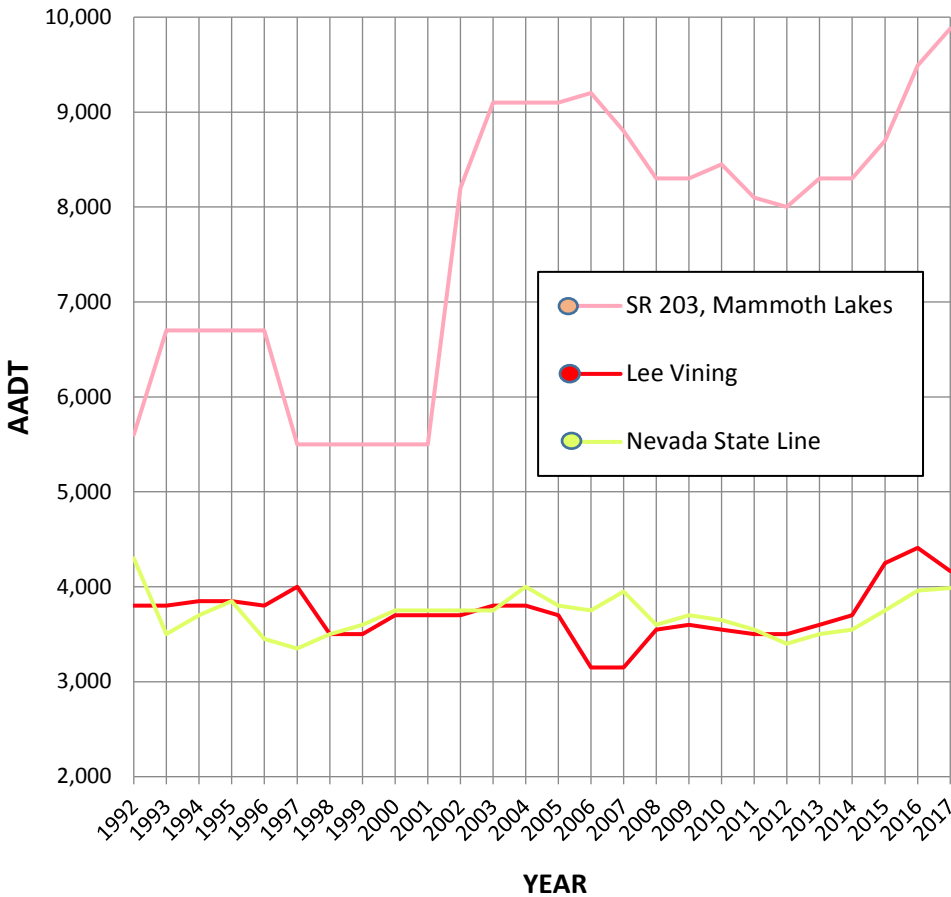
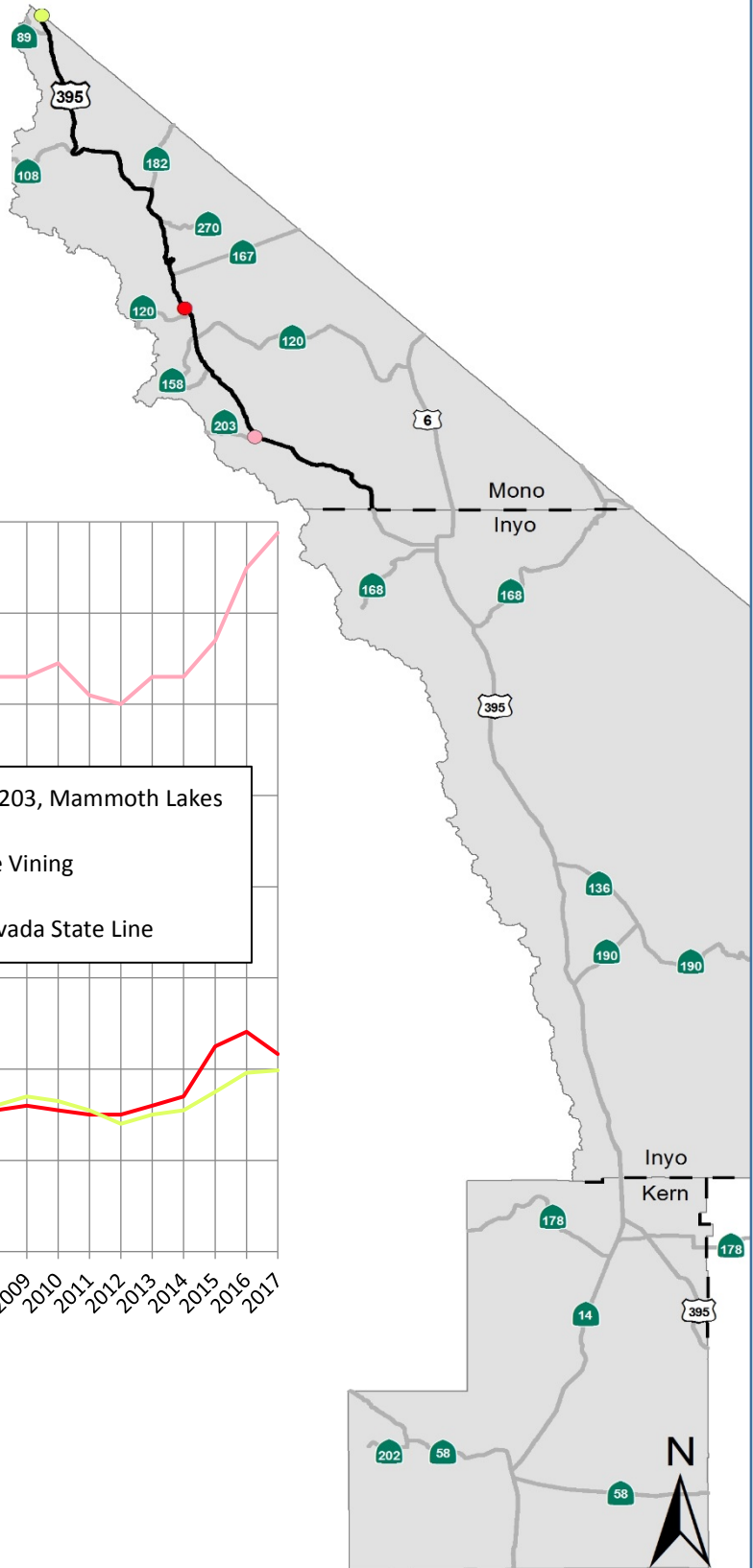
● Count Station
 — SR 14 & SR 58



AADT for US 395, Mono County

1992 to 2017

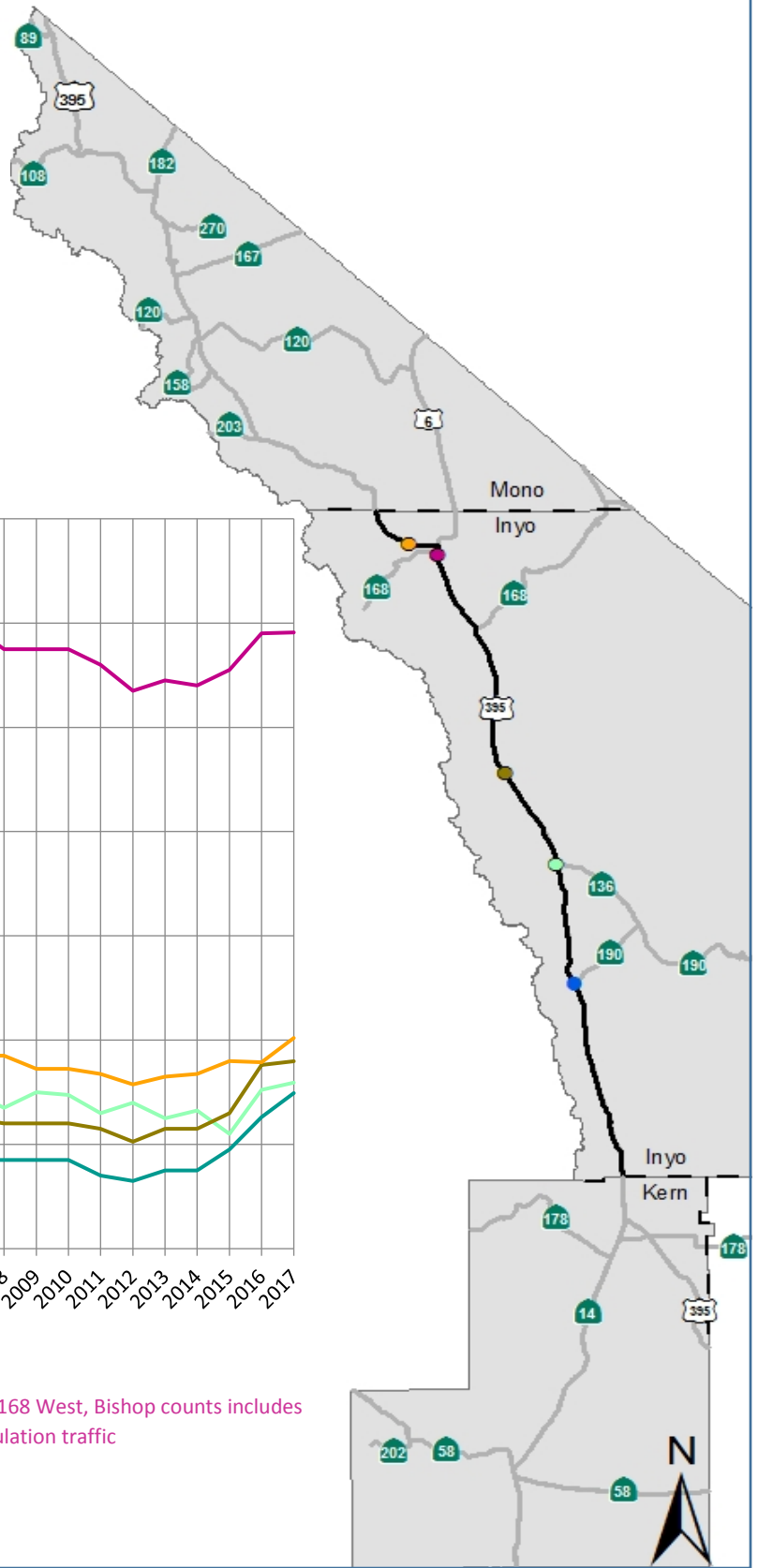
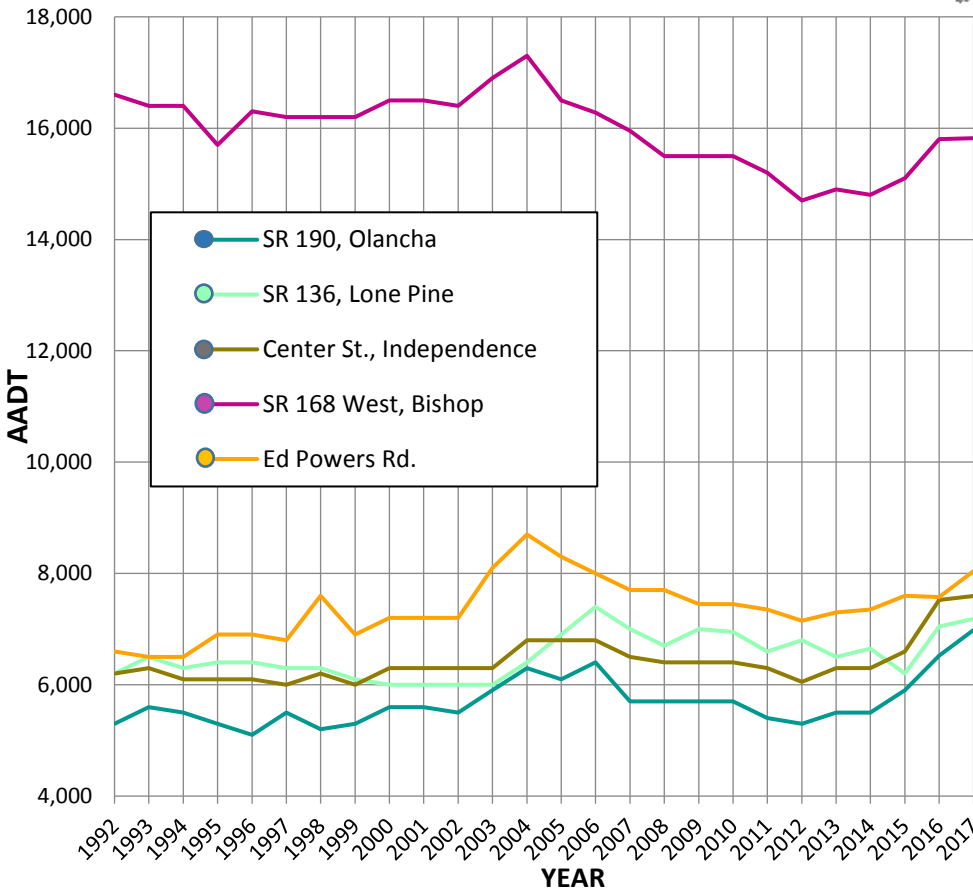
Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.



● Count Station
— US 395 - Mono

AADT for US 395, Inyo County 1992 to 2017

Average Annual Daily Traffic – the total traffic volume for the year divided by 365 days. Counts are taken at designated stations by inductive loop detectors.

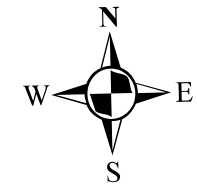
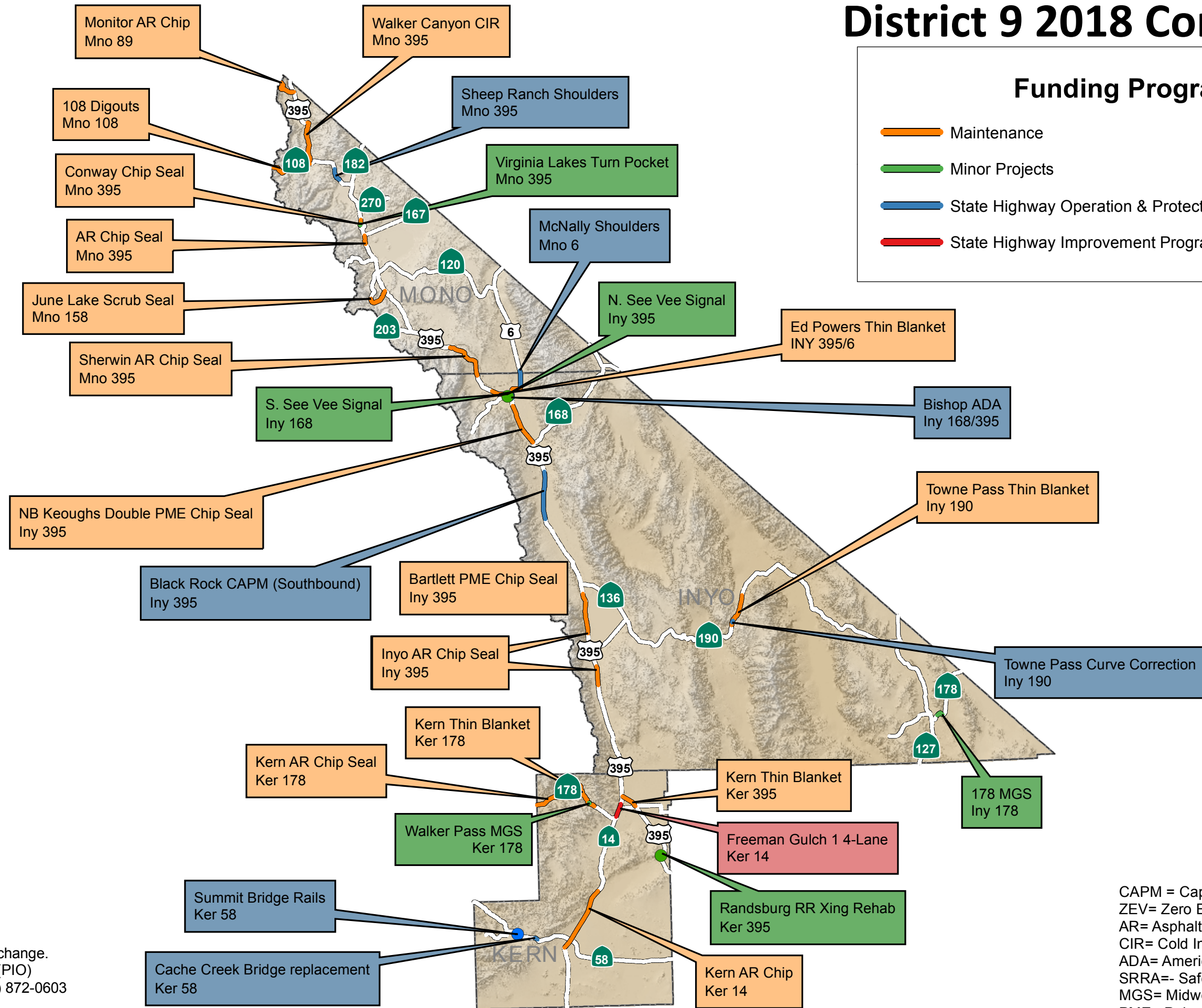


Note: SR 168 West, Bishop counts includes local circulation traffic

District 9 2018 Construction

Funding Program

- Maintenance
- Minor Projects
- State Highway Operation & Protection Program (SHOPP)
- State Highway Improvement Program (STIP)



Information is subject to change.
 Contact Florene Trainer (PIO)
 with any questions. (760) 872-0603
 Version Date: 5/8/2018

CAPM = Capital Preventative Maintenance
 ZEV= Zero Emission Vehicle Charging Station
 AR= Asphalt Rubber
 CIR= Cold In-Place Recycling
 ADA= Americans with Disabilities Act
 SRRA= Safety Roadside Rest Area
 MGS= Midwest Guardrail System
 PME= Polymer-Modified Emulsion

60 Grindelwald Road
Mammoth Lakes
California 93546

April 26, 2018

Mono County Local Transportation Commission
Dear Commissioners,

RECEIVED
APR 27 2018
Mono County
Community Development

Following a below average winter, a warm and pleasant spring has arrived and this has prompted many cyclists, both local and guests, to get out on the road to enjoy the weather, scenery, and the chance to get some exercise. Many in fact are already commuting to work in our county. Would it be possible to request of Caltrans, Mono County and the Town of Mammoth Lakes to begin sweeping operations to clean the shoulders of our roads? The grit used in snow removal is lying thick and heavy on our roads, and besides being unpleasant to ride on, it poses somewhat of a safety hazard to those on skinny tires.

In particular could we sweep the following:

- 395 from Tom's Place to Lee Vining
- 158
- 203 at least to Forest Trail
- 120 from 395 to Benton
- Rock Creek Road, both upper and lower
- Lake Mary Road
- Old Mammoth Road.

Thank you for your time and consideration in this request.
Sincerely,

John Armstrong.

Good Afternoon All,

At the JPA meeting on April 9, a request was made to categorize the summer reservations by corridor and provide that information to the Directors. Please see the summary below for the YARTS summer reservation update. This information is current as of today, 04/13/18.

Hwy 140 (May-September 2018)

339 reservations
 447 ticketed passengers (not including free children)
 Free children: 41
 Farebox revenue: \$7206

Hwy 120 North (May-September 2018)

468 reservations
 603 ticketed passengers (not including free children)
 Free children: 64
 Farebox revenue: \$10415

Hwy 41 (May- September 2018)

322 reservations
 378 ticketed passengers (not including free children)
 Free children: 17
 Farebox revenue: \$7481

Hwy 395/120 East (June-September)

525 reservations
 714 ticketed passengers (not including free children)
 Free children: 36
 Farebox revenue: \$17905

Cindy Kelly

Assistant Transit Manager



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