

**MONO COUNTY LOCAL TRANSPORTATION
COMMISSION
2026 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM**



Mono County Local Transportation Commission

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December 11, 2025

To: Tanisha Taylor, Executive Director
California Transportation Commission

Subject: Electronic Submittal of the Mono County Local Transportation Commission 2026
Regional Transportation Improvement Program

Dear Director Taylor:

Attached is the Mono County Local Transportation Commission (MCLTC) 2026 Regional Transportation Improvement Program (RTIP). The MCLTC adopted the RTIP on December 8, 2025, by Resolution 25-06. The projects are consistent with the Mono County Regional Transportation Plan and the 2026 State Transportation Improvement Program (STIP) Guidelines.

We appreciate the engagement, assistance, and guidance provided by California Transportation Commission and our partners at Caltrans District 9. Please contact Olya Egorov (oegorov@mono.ca.gov or 760-924-1802) if you have any questions about the submittal.

Sincerely,



Wendy Sugimura, Co-Executive Director
Mono County Local Transportation Commission

cc: Haislip Hayes, Co-Executive Director, Mono County Local Transportation Commission
Ryan Dermody, Director, Caltrans District 9
Kacey Ruggiero, Assistant Deputy Director, California Transportation Commission

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

The Mono County Local Transportation Commission (MCLTC) 2026 Regional Transportation Improvement Program (RTIP) has been developed in partnership with Mono County (County), the Town of Mammoth Lakes (Town), and Caltrans District 09 (D9). In addition, the MCLTC works with the Inyo County Local Transportation Commission (ICLTC) and the Kern Council of Governments (Kern COG) to achieve regional Memorandum of Understanding (MOU) projects on State Route 14 (SR 14) and US Highway 395 (US 395). The current emphasis of the RTIP is to continue the backlog of local projects and to move forward with regional MOU projects once fiscal resources improve for all the MOU partners.

This RTIP cycle includes two projects. Mono County seeks to implement the second phase of the Benton Crossing Road Rehabilitation project in the Long Valley, and the Town of Mammoth Lakes proposes the Meridian-Minaret Roundabout project in proximity to its residential, commercial, and recreational cores. In addition, Planning, Programming, and Monitoring (PPM) funds are programmed for project development in the coming years.

Section 2. General Information

Regional Transportation Planning Agency Name

Mono County Local Transportation Commission (MCLTC)

Website Links

Regional Transportation Planning Agency: <https://monocounty.ca.gov/ltc>

Regional Transportation Plan: <https://monocounty.ca.gov/ltc>

Regional Transportation Improvement Program: <https://monocounty.ca.gov/ltc>

MCLTC Contact Information

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Section 3. Background of Regional Transportation Improvement Program

A. What is the Regional Transportation Improvement Program?

The RTIP is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Historically, the Mono County Local Transportation Commission (MCLTC) has placed an emphasis on completing four-lane projects on SR 14 and US 395 through our region to increase safety between Southern California population centers and the Eastern Sierra. Since 1998, the MCLTC has entered into Memorandum of Understanding (MOU) partnerships with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino County Transportation Authority to leverage Interregional Transportation Improvement Program (ITIP) funding. The MCLTC also partners with Caltrans District 9 (D9) to accomplish this goal. Future MOU projects will be consistent with the STIP Guidelines and the Climate Action Plan for Transportation Infrastructure (CAPTI) criteria.

The current development approach for the RTIP includes alignment with the STIP Guidelines and RTP and addressing the transportation needs of residents, visitors, and agency partners. Projects are identified and funded based on priorities established by the MCLTC. With the addition of Senate Bill (SB) 1 funding, the MCLTC has additional funding for:

- Better utilizing staff resources;
- Flexibility in completing preconstruction phases without the use of RTIP funds and/or using RTIP funds for construction purposes;
- More options for interim maintenance treatments that extend the life of existing transportation infrastructure through pavement management and other quantitative programs; and
- Better implementation and maintenance of the five-year Capital Improvement Programs (CIPs) which serve as an important decision-making tool for project prioritization under current and future RTIP cycles.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Since the 2024 RTIP, six projects have been completed, and three projects are in the pre-construction phase. Projects in the pre-construction phase include Benton Crossing Rehabilitation Phase 1, Northshore Drive Rehabilitation, and the Meridian-Minaret Roundabout.

Project Name	Fund Type	Funds Programmed*	Funds Allocated	Funds Expended
Minaret Multi-Use Path	STIP	\$250,000	\$250,000	\$202,000
Meridian-Minaret Roundabout	STIP	\$180,000	\$180,000	\$100,000
Eastside Lane Rehabilitation Phase 1	STIP	\$1,650,000	\$1,650,000	\$1,650,000
Airport Road Rehabilitation	STIP	\$1,400,000	\$1,400,000	\$1,400,000
Long Valley Streets Rehabilitation	STIP	\$2,250,000	\$2,250,000	\$2,250,000
Eastside Lane Rehabilitation Phase 2	STIP	\$3,748,000	\$3,748,000	\$3,748,000

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
MCLTC considers adoption of the 2026 RTIP	December 8, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026

CTC Adopts 2026 STIP	March 19-20, 2026
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B. Community Engagement

The MCLTC strives to facilitate a public involvement program that engages all sectors of the population in transportation planning. Public involvement is traditionally sought at community meetings, commission and committee meetings, public workshops, and targeted outreach programs. Regional Planning Advisory Committees (RPACs) are one type of citizen advisory committee that serves to identify challenges and opportunities in specific planning areas in Mono County. The MCLTC presents to the RPACs to increase input to different transportation planning and programming documents. Throughout the month of November, the MCLTC presented the proposed RTIP projects at the following meetings:

Action	Date
Mono County Local Transportation Commission	August 11, 2025
Mono County Local Transportation Commission	September 8, 2025
Mono County Local Transportation Commission	November 3, 2025
June Lake Citizens Advisory Committee	November 5, 2025
Antelope Valley Regional Planning Advisory Committee	November 6, 2025
Mono Basin Regional Planning Advisory Committee	November 12, 2025
Bridgeport Valley Regional Planning Advisory Committee	November 13, 2025
Mammoth Lakes Town Council	November 19, 2025
Mono County Planning Commission	November 20, 2025
Long Valley Regional Planning Advisory Committee	November 20, 2025
Mono County Local Transportation Commission	December 8, 2025

The proposed projects not only improve safety on the roadway but ensures that all users have reliable access between local neighborhoods and communities. In the unincorporated area, the Benton Crossing Road Rehabilitation project improves roadway conditions for both vehicles and cyclists and will provide better connections between two major corridors – US 395 and US Highway 6 (US 6). The Meridian-Minaret Roundabout in the town will improve circulation, especially during the seasonal influx of visitors; enhance safety features for non-motorized users; and will calm traffic to reduce the number of collisions in this intersection. Neither project has a negative impact on the planning area.

C. Consultation with Caltrans District (Required per Section 20)

The MCLTC works very closely with Caltrans D9 to identify and program priority projects under the RTIP. Caltrans D9 participates in monthly MCLTC meetings and staff often travel to the different planning areas to understand community priorities. The MCLTC worked with Caltrans D9 under an MOU partnership to achieve the Olancha-Cartago four-laning project which was

completed earlier this year. Outside of the RTIP, the MCLTC and Caltrans D9 collaborate on a variety of other local projects, such as the Bridgeport and Lee Vining Main Street Rehabilitation projects.

The MCLTC views the agency as both a partner and an advocate for our region, highlighting the unique challenges that our isolated, mountainous communities face. As a small and rural jurisdiction, statewide climate action goals can be difficult to meet and competing for additional funding for safety improvement projects in the region can be a challenge. The MCLTC will continue to work closely with Caltrans D9 to advance projects that meet statewide goals and improve safety conditions for all users on the transportation network.

B. 2026 STIP REGIONAL FUNDING REQUEST

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

The MCLTC share for the next five years is \$4.882 million.

B. Advance Project Development Element (APDE)

There is no APDE capacity identified for the 2026 STIP.

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

The Benton Crossing Road Rehabilitation project used Senate Bill (SB) 1 funding for pre-construction activities. The Meridian-Minareet Roundabout completed preliminary design under the previous STIP cycle. At this time, neither project requires additional approvals prior to the expenditure of STIP funding.

RTP ID or Page #	Proposed Project	Total 2026 RTIP	Other Funding					Total Project Cost
			ITIP	STBG/CMAQ	STIP	SB 1 / RMRA	Fund Source 3	
Page 224	Benton Crossing Road Rehabilitation Phase 2	\$3,100,000	N/A	N/A	N/A	\$70,000	N/A	\$3,170,000
Page 224	Meridian-Minareet Roundabout	\$2,500,000	N/A	N/A	\$180,000	N/A	N/A	\$2,680,000
Total		\$5,600,000	N/A	N/A	\$180,000	\$70,000	N/A	\$5,850,000

Section 8. Interregional Transportation Improvement Program (ITIP)

Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Presently, the most significant interregional highway needs includes a gap closure on SR 14 near the Freeman Gulch Sections 2 and 3, a truck climbing lane on US 395 near North Conway, and four-laning on US 395 near Adelanto. The region doesn't have intercity rail and therefore doesn't have needs associated with this transportation system. Once fiscal resources improve for all the MOU partners, the goal is to continue MOU projects on SR 14 and US 395. In this cycle, no ITIP funding is requested by the MCLTC.

Section 9. Projects Planned within Multi-Modal Corridors

The Benton Crossing Road Rehabilitation project received numerous complaints about the poor roadway condition. The cycling community has been particularly vocal because this roadway receives the most bicycle traffic in the unincorporated area and benefits the local economy through annual events like the Mammoth Gran Fondo. The Meridian-Minaret Roundabout will improve connectivity and safety with new non-motorized user facilities along the perimeter of the roundabout. Neither project impacts the State highway system.

Section 10. Highways to Boulevards Conversion Pilot Program

State Route 158 (SR 158), State Route 203 (SR 203), and US 395 are main streets for the communities of June Lake, Mammoth Lakes, Lee Vining, Bridgeport, and Walker/Coleville. These corridors could be potential candidates for the highways to boulevards conversion pilot program. Each main street segment is located within the Caltrans right-of-way.

11. Complete Streets Consideration (per Section 26)

The Town of Mammoth Lakes has incorporated various complete street elements into the Meridian-Minaret Roundabout and previously into the Minaret Road Multi-Use Path and South Main Multi-Use Path. Previously programmed projects in the unincorporated area applied complete street elements, such as the addition of bicycle facilities to the Airport Road

Rehabilitation and Northshore Drive Rehabilitation. The Long Valley Streets Rehabilitation project improved existing bicycle lanes.

C. RELATIONSHIP OF RTIP TO RTP/SCS AND BENEFITS OF RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Metropolitan Planning Organizations (MPOs) are required to incorporate a Sustainable Communities Strategy (SCS) into their RTPs in order to provide a process for meeting emissions-reducing goals for each region. As a Regional Transportation Planning Agency (RTPA), the MCLTC isn't required to adopt a SCS.

Instead, the MCLTC developed a Resource Efficiency Plan (REP), more commonly known as a Climate Action Plan, to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan included a baseline GHG emissions inventory; a GHG emissions forecast and reduction target; policies and programs to achieve the adopted target; and a monitoring program. The REP policies and objectives are provided under the policy section of the RTP.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	N/A	N/A
	Percent of congested VMT (at or below 35 mph)	N/A	N/A
	Commute mode share (travel to work or school)	In progress	As needed
Infrastructure Condition	Percent of distressed state highway lane-miles	In progress	1 to 2 years
	Pavement Condition Index (local streets and roads)	In progress	1 to 2 years
	Percent of highway bridges by deck area classified in Poor condition	In progress	1 to 2 years
	Percent of transit assets that have surpassed the FTA useful life period	Monitored by the Eastern Sierra Transit Authority	Monitored by the Eastern Sierra Transit Authority

System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
Safety	Fatalities and serious injuries per capita	In progress	Annually
	Fatalities and serious injuries per VMT	N/A	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	In progress	As needed
	Mean commute travel time (to work or school)	In progress	As needed
Environmental Sustainability	Change in acres of agricultural land	N/A	N/A
	CO ₂ emissions reduction per capita	N/A	N/A

Table B1(a)			
Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita, area, by facility ownership, and/or local vs tourist	N/A	N/A
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
	Commute mode share (travel to work or school)	N/A	N/A
Transit	Total operating cost per revenue mile	Monitored by the Eastern Sierra Transit Authority.	Monitored by the Eastern Sierra Transit Authority.
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	In progress	1 to 2 years
	Pavement Condition Index (local streets and roads)	In progress	1 to 2 years
Safety	Total accident cost per capita and VMT	N/A	N/A
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	N/A	N/A

Performance Measures in the 2024 Regional Transportation Plan:

The table and list below are performance measures in the RTP that helps the MCLTC analyze project performance and achieve various transportation goals and objectives.

Mono County RTP Performance Measures *				
Goal	Indicator/Measure	Frequency	Metric	Type
Infrastructure	% of County roads above 70 Pavement Condition Index (PCI)	Ongoing	PCI	Quantitative
Infrastructure	% of bridges in good condition in the National Bridge Inventory (NBI)	Ongoing	NBI	Quantitative
Infrastructure	County data collection program	Ongoing	Numeric	Quantitative
Mobility/Accessibility	% of facilities ADA compliant	Ongoing	Numeric	Quantitative
Mobility/Accessibility	Added miles of sidewalk	Ongoing	Miles	Quantitative
Mobility/Accessibility	Added miles of trails	Ongoing	Miles	Quantitative
GHG	GHG inventory remains under target	Ongoing	Numeric	Qualitative
Healthy Communities	Number of complete streets projects that promote multi-modal transportation options, and number of active transportation projects or plans	Ongoing	Numeric	Quantitative
Healthy Communities	Number of recreational projects completed near multi-family developments/neighborhoods	Ongoing	Numeric	Quantitative
Housing	Number of units allocated towards Regional Housing Needs Assessment (RHNA)	Ongoing	Numeric	Quantitative
Disadvantaged communities	Number of planning and/or public works projects located in disadvantaged communities	Ongoing	Numeric	Quantitative
Safety	Number of retroreflective signs added	Ongoing	Numeric	Quantitative
Safety	Miles of striping added	Ongoing	Miles	Quantitative

* Additional performance measures can be found in the RTP.

Section 13. Regional and Statewide Benefits of RTIP

This RTIP cycle includes two projects. The first project on Benton Crossing Road includes rehabilitation of an existing roadway and will enhance connectivity between two major corridors. The second project, located at the intersection of Meridian Boulevard and Minaret Road, will replace traffic signals with a new roundabout, improve non-motorized facilities, and enhance circulation in the community. Both projects improve safety for all users. The projects are consistent with the following RTP policies seeking to advance regional and statewide benefits:

Policy 1.C. Plan and implement a transportation and circulation system that supports the county Land Use objectives of concentrating development in community areas.

Objective 1.C.2. As transportation funding and maintenance dollars continue to be flat (or negative), consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

Policy 9.A. Enhance the safety of the countywide road system.

Objective 9.A.1. Support projects on local roads that upgrade structural adequacy, consistent with county Road Standards and the Mono County Local Road Safety Plan.

Objective 9.A.9. Implement approved road safety countermeasures on Mono County roads to reduce fatal and severe injury traffic collisions and to address the types of crashes present on county roadways, particularly leaving the roadway types of collisions in the unincorporated portion of Mono County. Leaving the roadway countermeasures include widening road shoulder, widening horizontal curves, pavement friction, rumble strips, pavement safety edge, and providing clear zones for recovery adjacent to roadway.

Policy 9.C. Ensure that the County’s multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

M.1.1. Policy: Plan, design, and construct all new streets as “complete streets” and work to retrofit and/or accommodate complete streets infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character.

M.1.2. Policy: Provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multi-modal access, disperse traffic, improve emergency access, and reduce congestion.

M.1.4. Policy: Emphasize public safety in the planning and design of the transportation system by balancing timely emergency response with vehicle, pedestrian, and bicyclist safety.

D. PERFORMANCE AND EFFECTIVENESS OF RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

If appropriate and to the extent relevant data and tools are available, regions shall use the performance measures outlined in the 2026 STIP Guidelines to evaluate the cost-effectiveness of projects proposed in the STIP on a regional level. The “Infrastructure Condition” category contains the only performance measures that applies to the projects. Data is not available for the remaining categories.

Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	N/A	N/A
	Change in Peak Volume/Capacity Ratio or	N/A	N/A

	Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)	N/A	N/A
Transit	Change in Total operating cost per revenue mile	N/A	N/A
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	In progress	1 to 2 years
	Change in Pavement Condition Index (local streets and roads)	In progress	1 to 2 years
Safety	Change in Total accident cost per capita and VMT	In progress	Annually
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	N/A	N/A

Table B3			
Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to the Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general-purpose lane-miles	N/A	N/A
	New HOV/HOT lane-miles	N/A	N/A
	Lane-miles rehabilitated	N/A	N/A
	New or upgrade bicycle lane/sidewalk miles	N/A	N/A
	Operational improvements	N/A	N/A
	New or reconstructed interchanges	N/A	N/A
	New or reconstructed bridges	N/A	N/A
Transit or Intercity Rail	Additional transit service miles	N/A	N/A
	Additional transit vehicles	N/A	N/A
	New rail track miles	N/A	N/A
	Rail crossing improvements	N/A	N/A
	Station improvements	N/A	N/A
Local Streets and Roads	New lane-miles	N/A	N/A
	Lane-miles rehabilitated	% of County roads above 70 PCI	Improve safety; no capacity increase
	New or upgrade bicycle lane/sidewalk miles	Number of complete streets projects that promote multi-modal transportation options, and number of active transportation projects or plans	Improve safety; no capacity increase
	Operational improvements	N/A	N/A

	New or reconstructed bridges	N/A	N/A
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Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

Neither project exceeds \$15 million or more for right-of-way and/or construction of the project or exceed a total project cost of \$50 million or greater. Therefore, a project specific evaluation is not required for either RTIP project in this cycle.

E. DETAILED PROJECT INFORMATION

Section 16. Overview of Projects Programmed with RTIP Funding

Benton Crossing Road Rehabilitation Phase 2

Phase 1 of this project will rehabilitate existing asphalt pavement beginning at the Benton Crossing Road intersection with State Route 120 (SR 120) and continue southwest approximately 7.5 miles. Phase 2 of the project will begin where Phase 1 ended (approximately 7.5 miles from SR 120) and continue towards Watterson Summit for a distance of 5 to 7 miles. Benton Crossing Road has a functional classification of Minor Arterial and provides critical connection between the Benton and Hammil Valley communities and the US 395 corridor near Mammoth Lakes. Based on Mono County’s Pavement Management System, this portion of Benton Crossing Road has been identified for Full Depth Reclamation (FDR) due to extreme oxidation, cracking, and failing asphalt. The project will also replace existing cattleguards and complete minor roadside drainage repairs. The rehabilitation of the road will address existing road safety issues, poor ride quality, and potential damage to vehicles. Benton Crossing Road is also a popular bicycling destination for both local residents and visitors. The Gran Fondo bicycle race is held annually on Benton Crossing Road. Thus, rehabilitating this portion of roadway will provide a significant benefit to cyclists and local businesses as well as motorists.

Meridian-Minaret Roundabout

The Minaret Road and Meridian Boulevard intersection is off of the State Highway System and is centralized within the Town jurisdiction, Mono County, California. The intersection serves as a primary connector between commercial, residential, and recreational destinations and both Minaret Road and Meridian Boulevard are functional class arterials. The existing four-leg intersection is currently operating as a signalized intersection. This project proposes to replace the existing traffic signal system at the Minaret Road and Meridian Boulevard intersection with a single lane roundabout. The proposed roundabout includes bicycle and pedestrian improvements around the perimeter of the roundabout to facilitate connection to existing bicycle and pedestrian facilities along Meridian Boulevard as well as planned future multi-use path improvements along the west side of Minaret Road. The project consists of roadway reconstruction and reconfiguration for approximately 400’-600’ along each of the four

intersection legs at which point the improvements will tie into the existing roadways with existing lane configurations and striping.

Asphalt concrete will be removed, the roadway will be regraded, and new asphalt pavement installed for the roundabout alignment. Additionally, medians and curb and gutter will be added, and existing utilities will be adjusted to match new finish grade. Replacement and extension of the existing culvert crossing Minaret Road south of Meridian Boulevard is also planned.

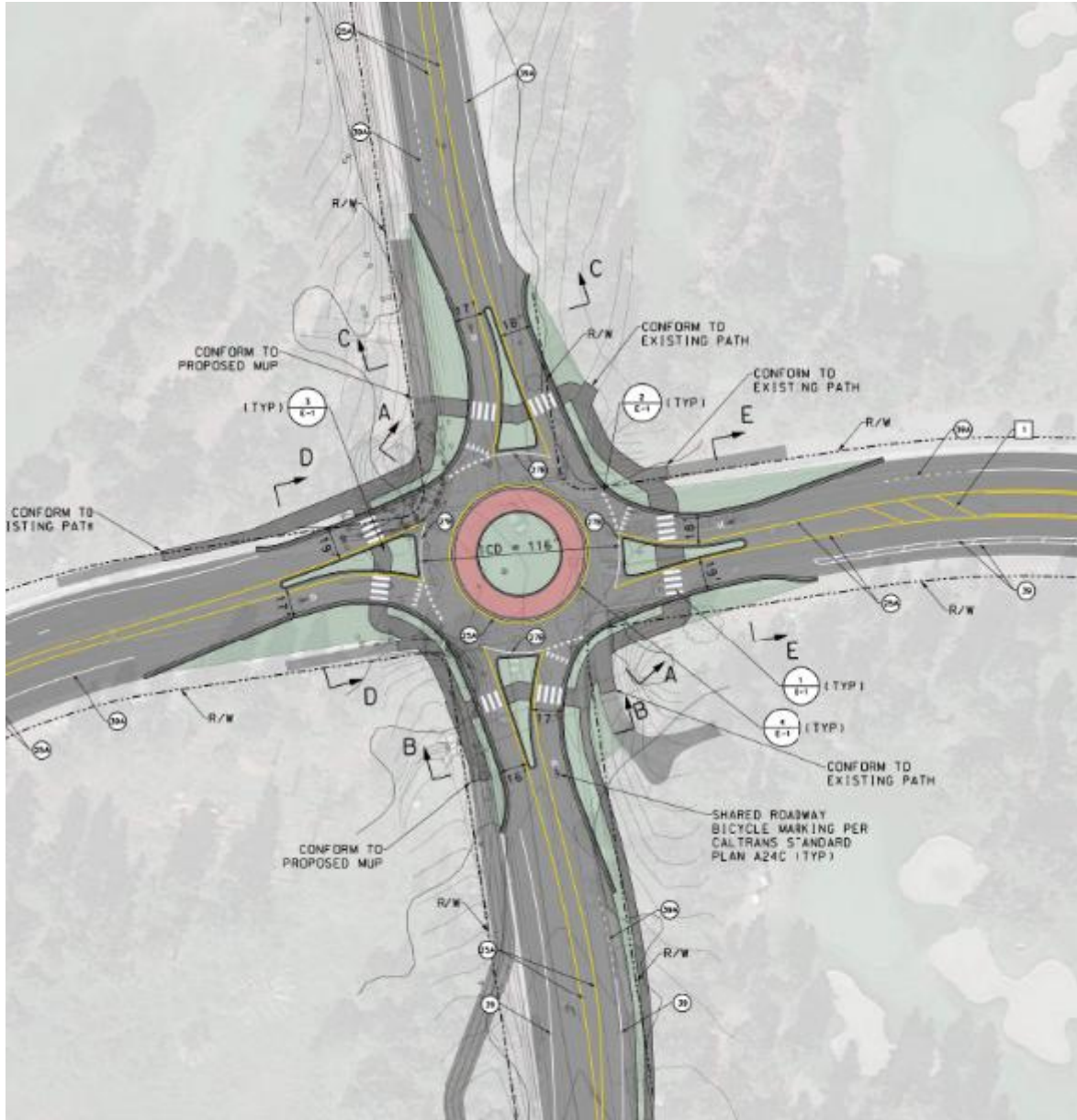


Figure 1: Meridian-Minaret Roundabout

2026 Regional Transportation Improvement Program Mono County Local Transportation Commission

Current/Prior Programming

Agency	Route	PPNO	Project	Total	Fiscal Year Totals						Component Totals						
					Prior	24-25	25-26	26-27	27-28	28-29	ROW	Const	PA&ED	PS&E	R/W Sup	Con Sup	
Town of Mammoth Lakes	Local	2681	Minaret Road Multi-Use Path, Lake Mary Road - Old Mammoth Road	\$ 3,000	\$ 3,000		\$ 3,000						\$ 3,000				
Town of Mammoth Lakes	Local	2683	SR 203 Main Street Multi-Use Path	\$ 200	\$ 200	\$ 200											\$ 200
Town of Mammoth Lakes	Local	6490	Meridian-Minarete Roundabout	\$ 180	\$ 180	\$ 180											\$ 180
Mono County	Local	5060	North Shore Drive Rehabilitation	\$ 4,450	\$ 4,450				\$ 4,450				\$ 4,450				
Mono County	Local	2686	Benton Crossing Road Rehabilitation Phase 1 (SR 120 to 7 mi south)	\$ 5,079			\$ 5,079						\$ 5,079				
MCLTC		2003	Planning, programming, and monitoring (approx. 450k max)	\$ 450	\$ 450	\$ 125	\$ 125	\$ 100	\$ 100				\$ 450				
Current/Prior Subtotal				\$ 13,359	\$ 8,280												

Proposed Programming

Agency	Route	PPNO	Project	Total	Fiscal Year Totals						Component Totals							
					Prior	26-27	27-28	28-29	29-30	30-31	ROW	Const	PA&ED	PS&E	R/W Sup	Con Sup		
Town of Mammoth Lakes	Local	6490	Meridian-Minarete Roundabout	\$ 2,500				\$ 2,500					\$ 2,500					
Mono County	Local	5060	Benton Crossing Road Rehabilitation Phase 2 (additional 8 miles toward US 39)	\$ 3,100					\$ 3,100				\$ 3,100					
MCLTC		2003	Planning, programming, and monitoring															
Proposed Subtotal				\$ 5,600														
				2026 Fund Estimate	\$ 4,882													
				Current/Prior Unprogrammed Balance	\$ 817													
Subtotal (RTIP Share)				\$ 5,699														
				Proposed programming	\$ 5,600													
				Proposed Unprogrammed Balance	\$ 99													

F. APPENDICES

Section 17. Projects Programming Request Forms

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: County of Mono
Project Name: **Benton Crossing Road Rehabilitation Project Phase 2**

APPROVED:



Paul Roten, Public Works Director

1. Transportation Problem

Existing road pavement is badly deteriorated, and ride quality is poor due to cracking and areas of failing asphalt concrete.

2. Route – Location – (Post Mile):

Benton Crossing Road, Mono County, CA

3. Description of Project Limits

Benton Crossing Road, starting from approximately 7.5 miles southwest from State Highway 120 to 15 miles southwest of State Highway 120.

4. Description of Project Scope

Rehabilitation of existing asphalt concrete.

5. Functional Classification/Federal-aid System

Federal-aid Highways

- Urban Principal Arterial
 Urban Minor Arterial
 Urban Collector

- Rural Principal Arterial
 Rural Minor Arterial
 Rural Major Collector

Highways ineligible for Federal-aid

- Urban Local

- Rural Minor Collector
 Rural Local

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type: (CEQA) Categorical Exemption; (NEPA) Categorical Exclusion
Anticipated Completion Date: June 2027

Environmental Issues:

None expected. The project will replace an existing road surface with no expansion of use.

7. Traffic Data (Estimated)

Current ADT: Varies (<1500)

% Trucks: 3%

Current Design Hourly Volume: 100

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No X

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing						
**Proposed						
Min. 3R or Local Stds.***						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated, and ride quality is poor due to oxidation, cracking, and failing sections of asphalt on the portion of Benton Crossing Road.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes X No _____

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____

If work will not extend the service life for a least 10 years, briefly explain why:

Structural Section Design method (i.e. *Caltrans Design Manual*, *Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)

Per local procedures (Mono County Road Standards)

What are the consequences of not doing this project?

Loss of primary access to Hwy 395 corridor for Benton and Hamil Valley Communities, pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, pedestrian, and cyclist hazards.

12. Cost Estimate Breakdown

Cost

ENVIRONMENTAL STUDIES AND PERMITS

\$ 10,000

PLANS, SPECIFICATIONS, AND ESTIMATE

\$ 70,000

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

RIGHT OF WAY

Right of Way Acquisition	\$ 0
Right of Way Support	\$ 0
Utility Relocation (exclude if included in construction)	\$ 0
TOTAL RIGHT OF WAY COMPONENT COST	<u>\$ 0</u>

CONSTRUCTION

<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
Pulverize Existing Pavement Section	8+ miles	\$ 281,600
Grade and Finish Roadway		\$ 168,960
3" Hot Mix Asphalt		\$ 1,699,632
Shoulder backing		\$ 84,480

Hardware Upgrades

Guardrail	\$ 0
Cattleguard	\$ 45,000
Other (Road Signs)	\$ 0

<u>Mobilization</u>	\$ 165,000
<u>Water Pollution Control / Storm Water Pollution Prevention Plan</u>	\$ 27,000

<u>Drainage Rehabilitation</u>	\$ 0
<u>Utility Relocation</u>	\$ 0
<u>Temporary Traffic Control</u>	\$ 150,000
<u>Paint stripes and paint markings</u>	\$ 63,360
<u>Other</u> (Survey Monument Replacement)	\$ 7,000

CONSTRUCTION SUBTOTAL	\$ 2,692,032
10% Contingency	\$ 269,203

TOTAL CONSTRUCTION COST \$ 2,961,235

Construction Engineering \$ 138,765

TOTAL CONSTRUCTION COMPONENT COST \$ 3,100,000

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	07/2026	06/2027
Plans, Specifications, and Estimate	07/2028	06/2029
Right of Way	07/2027	06/2028
Construction	01/2030	10/2030

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)
None

15. Other Considerations

Utility and/or Railroad Involvement: None

Consistency with other planning:

Project is identified for rehabilitation in Mono County's Pavement Management System, Capital Improvement Program, and in the Local Transportation Commission's Regional Transportation Improvement Program.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$10,000	-	\$10,000
Plans, Specifications and Estimate	\$70,000	-	\$70,000
Right of Way (including support)	-	-	-
Construction (including support)	-	\$3,100,000	\$3,100,000
Total	\$80,000	\$3,100,000	\$3,180,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

SB1/RMRA local transportation funds

17. List of Attachments

1. Project Programming Request
2. Local Road Rehabilitation Project Certification
3. Exhibit 1 Vicinity Map and Project Location Map
4. Exhibit 2 Benton Crossing Road Rehabilitation Project Phase 2 Location Map
5. Exhibit 3 Existing Road Section
6. Exhibit 4 Proposed Road Section (Full Depth Reclamation)

18. Report Preparation

Prepared by: Chad Senior, Transportation and Environmental Engineer Date: 11/18/2025

This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Prepared by: Paul Roten, P.E.

Date: 11/18/2025



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/09/2025 14:12:19
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09				Mono County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Mono County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Chad Senior			760-924-1845	csenior@mono.ca.gov	

Project Title

Benton Crossing Road Rehabilitation Project Phase 2

Location (Project Limits), Description (Scope of Work)

In Mono County, near the community of Benton, on a portion of Benton Crossing Road beginning from approximately 7.5 miles southwest of the intersection with State Highway 120 to approximately 15 miles southwest of the intersection with State Highway 120. Rehabilitation of existing asphalt concrete, paint striping, replacement of cattle guards, and minor drainage repairs.

Component	Implementing Agency
PA&ED	Mono County
PS&E	Mono County
Right of Way	Mono County
Construction	Mono County

Legislative Districts

Assembly:	8	Senate:	4	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/18/2025	
Begin Environmental (PA&ED) Phase		07/01/2026
Circulate Draft Environmental Document Document Type CE		01/29/2027
Draft Project Report		04/01/2027
End Environmental Phase (PA&ED Milestone)		06/30/2027
Begin Design (PS&E) Phase		07/03/2028
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2029
Begin Right of Way Phase		07/01/2027
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2028
Begin Construction Phase (Contract Award Milestone)		01/14/2030
End Construction Phase (Construction Contract Acceptance Milestone)		10/15/2030
Begin Closeout Phase		11/01/2030
End Closeout Phase (Closeout Report)		05/01/2031

Date 12/09/2025 14:12:19

Purpose and Need

The purpose of the project is to repair failing asphalt concrete pavement on a portion of Benton Crossing Road. Benton Crossing Road provides critical access between Benton / Hamil Valley communities and the US Highway 395 corridor. Based on Mono County's Pavement Management System, this portion of Benton Crossing Road has been identified for Full Depth Rehabilitation (FDR) due to extreme oxidation, cracking, and failing asphalt. The rehabilitation of the road is needed due to road safety issues, poor ride quality, and potential damage to vehicles.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	15

Date 12/09/2025 14:12:19

Additional Information

PA&ED, ROW, and PS&E project phases will be funded with Local Transportation funds (SB1/RMRA). The Construction phase will be STIP funded.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	30	70
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
09	Mono County				

Project Title
 Benton Crossing Road Rehabilitation Project Phase 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Mono County
PS&E									Mono County
R/W SUP (CT)									Mono County
CON SUP (CT)									Mono County
R/W									Mono County
CON									Mono County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		10						10	
PS&E				70				70	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,100			3,100	
TOTAL		10		70	3,100			3,180	

Fund #1: IIP - STIP - Federal/State (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Mono County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,100			3,100	
TOTAL					3,100			3,100	

Fund #2:	Other State - Road Maintenance and Rehabilitation Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Mono County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		10						10	
PS&E				70				70	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		10		70				80	



MONO COUNTY
DEPARTMENT OF PUBLIC WORKS

Post Office Box 457 • 74 North School Street • Bridgeport, California 93517
 760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

EXHIBIT 23-K
LOCAL ROAD REHABILITATION PROJECT CERTIFICATION

To: Mono County Local Transportation Commission
 P.O. Box 347
 Mammoth Lakes, CA 93546

Date: 12/11/2025

The County of Mono submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines:

BENTON CROSSING ROAD REHABILITATION PROJECT PHASE 2


Description:

The project will rehabilitate a portion of existing asphalt pavement on Benton Crossing Road near the community of Benton.

Street/Road	From ----- to -----	Local Road Facility	PPNO	Rehabilitation Strategy	Service Life (Years)
Benton Crossing Road	7.5 mi SW of Hwy 120 to 15 miles SW of Hwy 120	Asphalt Concrete Pavement	TBD	Full Depth Reclamation	20+

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section 23.2.4 “Eligibility of Local Road Rehabilitation Projects”, Chapter 23 of the Local Assistance Program Guidelines.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 years of service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate.)
- The work does not degrade any existing safety or geometric aspect of the facility.

County Signature: 
 Paul Roten, PE 56891

Title: Public Works Director



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

Post Office Box 457 • 74 North School Street • Bridgeport, California 93517
760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

Regional Transportation Planning Agency/County Transportation Commission Certification:

The Mono County Local Transportation Commission certifies the project listed above meets California Transportation Commission guidelines.

Signature: Wendy Sugimura

Title: Co-Director, Mono County LTC

Date: Wendy Sugimura

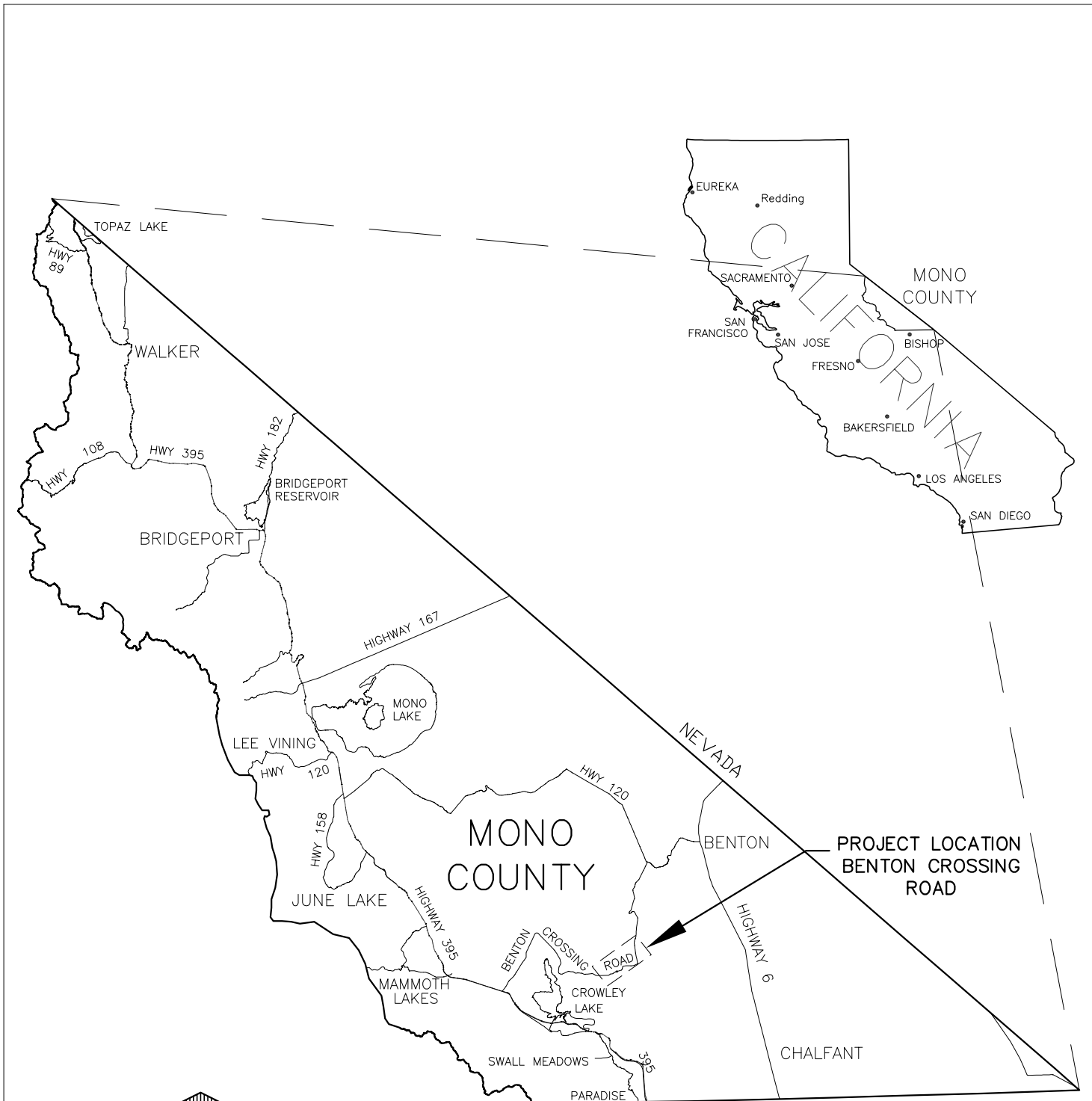


EXHIBIT 1
 BENTON CROSSING ROAD REHABILITATION PROJECT
 PHASE 2
 VICINITY MAP

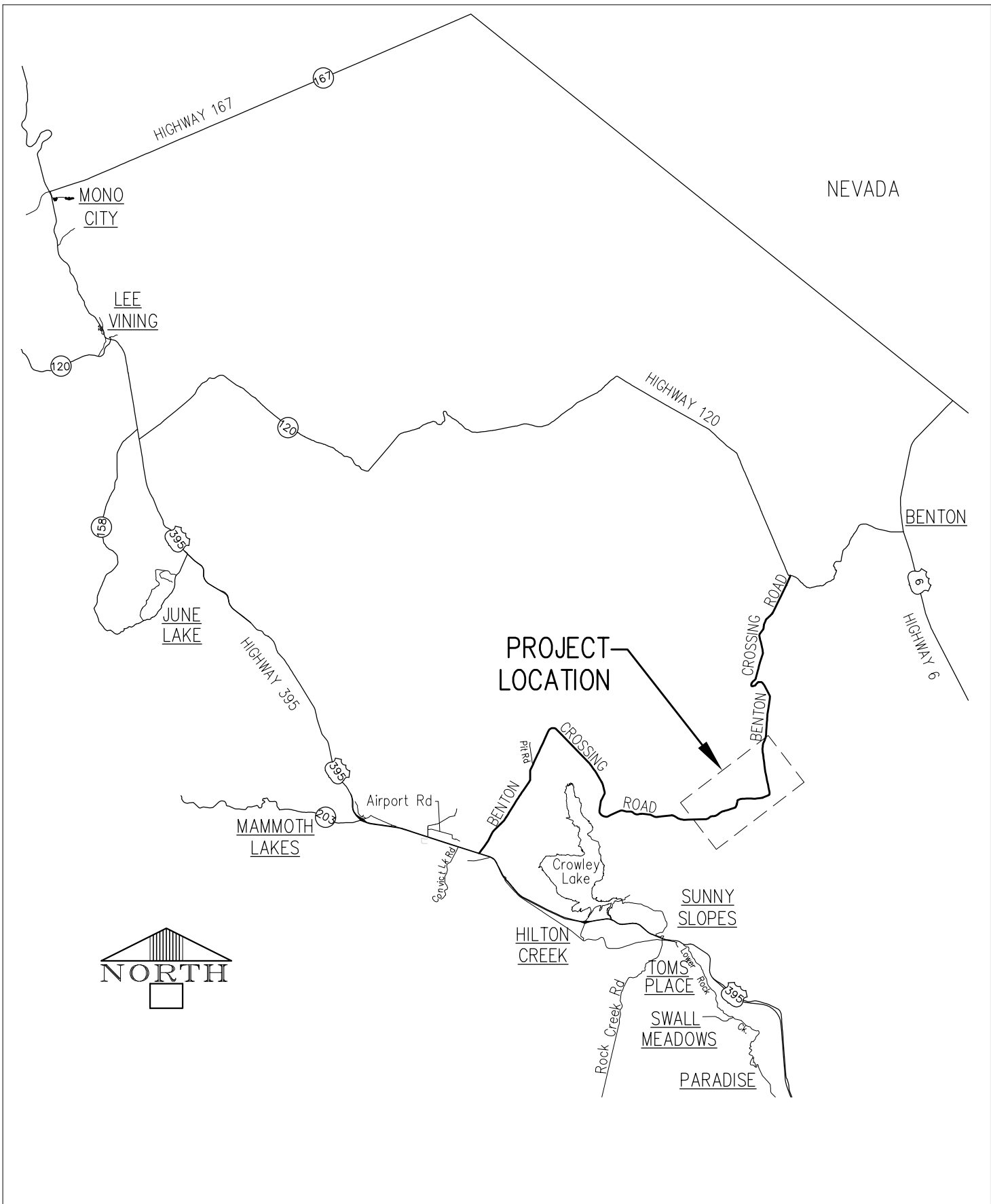
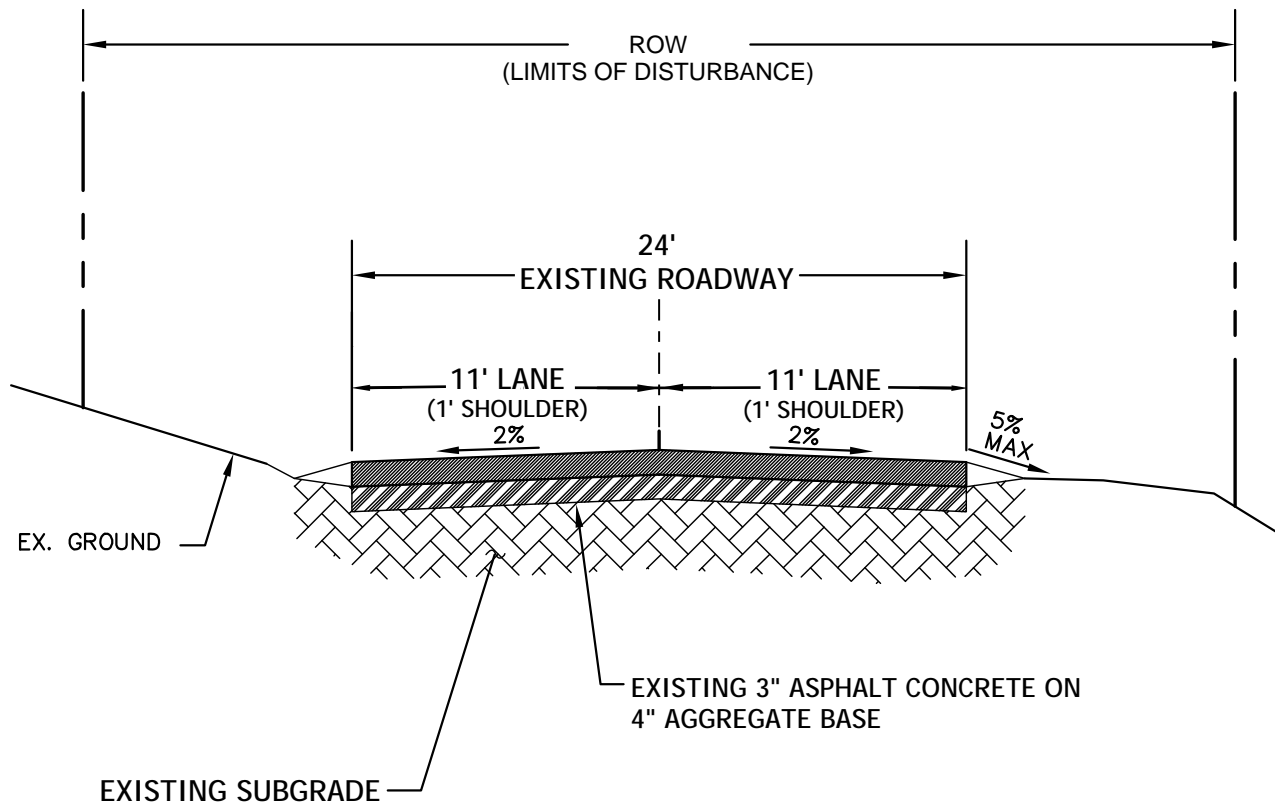


EXHIBIT 2
 BENTON CROSSING ROAD REHABILITATION PROJECT
 PHASE 2

PROJECT LOCATION MAP

Sheet
 1 OF 1

DATE: 11/18/25



BENTON CROSSING ROAD
EXISTING ROAD SECTION

N.T.S.

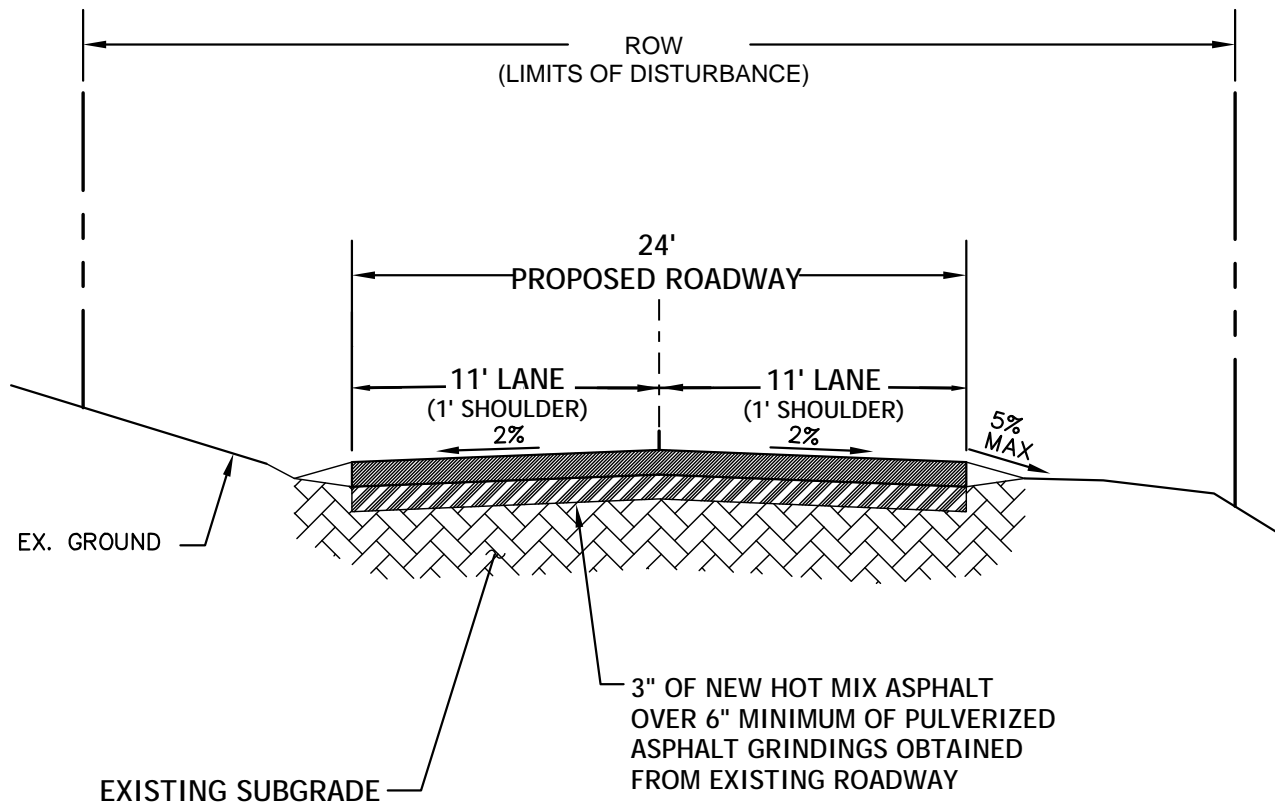
Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

EXHIBIT 3
BENTON CROSSING ROAD
REHABILITATION PROJECT PHASE 2
EXISTING ROAD SECTION





**BENTON CROSSING ROAD
PROPOSED ROAD SECTION**

N.T.S.

Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

EXHIBIT 3
BENTON CROSSING ROAD
REHABILITATION PROJECT PHASE 2
PROPOSED ROAD SECTION



Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/03/2025 10:00:52
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
09		0925000027	6490	Town of Mammoth Lakes		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Mono County	Loc			Mono County Local Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Amy Callanan			760-965-3657	acallanan@townofmammothlakes.ca.gov		

Project Title

Meridian and Minaret Roundabout

Location (Project Limits), Description (Scope of Work)

The proposed Meridian and Minaret Roundabout will be located at the intersection of Meridian Boulevard and Minaret Road in Mammoth Lakes, CA. The project would replace the existing signalized intersection with a roundabout, and would incorporate modifications to the Minaret Road multi-use path (MUP) project, which includes a separated Class 1 MUP, curbs, bike and pedestrian ramps along Minaret Road. The roundabout would be approximately 120-ft in diameter with a 10-ft truck apron. The project will include signage and wayfinding, drainage improvements, and intersection lighting as needed.

Component	Implementing Agency
PA&ED	Town of Mammoth Lakes
PS&E	Town of Mammoth Lakes
Right of Way	Town of Mammoth Lakes
Construction	Town of Mammoth Lakes

Legislative Districts

Assembly:	25	Senate:	1	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/16/2024	01/16/2024
Circulate Draft Environmental Document Document Type CE	02/23/2024	02/23/2024
Draft Project Report	02/23/2024	02/23/2024
End Environmental Phase (PA&ED Milestone)	02/23/2024	02/23/2024
Begin Design (PS&E) Phase	07/01/2024	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2024	12/31/2026
Begin Right of Way Phase	07/01/2024	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	12/31/2024	12/31/2024
Begin Construction Phase (Contract Award Milestone)	07/01/2025	07/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2025	12/31/2030
Begin Closeout Phase	12/31/2025	12/31/2030
End Closeout Phase (Closeout Report)	06/01/2026	06/01/2031

Date 12/03/2025 10:00:52

Purpose and Need

The project will improve operational performance at the existing signalized intersection of Meridian Boulevard and Minaret Road. The roundabout will reduce delays for traffic moving through the intersection, and the integration with the Minaret MUP project will reduce pedestrian/vehicular conflicts.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.1
Drainage	Culverts	LF	300
Operational Improvement	Intersection / Signal improvements	EA	1

Date 12/03/2025 10:00:52

Additional Information

Environmental Document Notice of Exemption, no project cost.

Project is located within existing right-of-way, no project cost.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
09	Mono County	Loc		0925000027	6490

Project Title
Meridian and Minaret Roundabout

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Town of Mammoth Lakes
PS&E			180					180	Town of Mammoth Lakes
R/W SUP (CT)									Town of Mammoth Lakes
CON SUP (CT)									Town of Mammoth Lakes
R/W									Town of Mammoth Lakes
CON									Town of Mammoth Lakes
TOTAL			180					180	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E			180					180	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,500	2,500	
TOTAL			180				2,500	2,680	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Town of Mammoth Lakes
PS&E			180					180	\$70 PSE EXT. TO 12/31/24 \$5 RW EXT. TO 12/31/24 \$180 PSE voted 12/05/24
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			180					180	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E			180					180	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			180					180	

Fund #2:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,500	2,500	
TOTAL							2,500	2,500	

Complete this page for amendments only

Date 12/03/2025 10:00:52

District	County	Route	EA	Project ID	PPNO
09	Mono County	Loc		0925000027	6490

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Section 18. Board Resolution or Documentation of 2026 RTIP Approval

RESOLUTION 25-06

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

WHEREAS, the Mono County Local Transportation Commission, which is the Regional Transportation Planning Agency (RTPA) for Mono County, is required to prepare and submit a Regional Transportation Improvement Program (RTIP) reflecting priority projects for the region in accordance with Government Code §14530.1; and

WHEREAS, projects are consistent with the 2026 State Transportation Improvement Program (STIP) Guidelines, Regional Transportation Plan (RTP), and Capital Improvement Programs for Mono County and the Town of Mammoth Lakes; and

WHEREAS, the Benton Crossing Road Rehabilitation project and the Meridian-Minaret Roundabout are identified in the 2026 RTIP; and

WHEREAS, the 2026 RTIP was discussed at public meetings in 2025 on August 11, September 8, November 3, and December 8, and was presented to the Mammoth Lakes Town Council, Regional Planning Advisory Committees (RPACs), and the Mono County Planning Commission throughout the month of November; and

WHEREAS, projects were selected based on input from Mono County, the Town of Mammoth Lakes, and Caltrans District 9 and no requests for consultation were received in response to Tribal invitations; and

WHEREAS, the development or adoption of an RTIP or State Transportation Improvement Program (STIP) qualifies as a statutory exemption under §15276 (Transportation Improvement and Congestion Management Programs) of the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission adopts the 2026 Regional Transportation Improvement Program which is hereby incorporated by reference.

PASSED AND ADOPTED this 8th day of December 2025, by the following vote:

AYES: Duggan, McFarland, Kreitz, Patterson, Sauser.

NOES:

ABSTAINS:

ABSENT:

Bill Sauser

Bill Sauser (Dec 9, 2025 17:59:54 PST)

Bill Sauser, Chair

Mono County Local Transportation Commission

APPROVED AS TO FORM:

ATTEST:

Emily Fox

Emily Fox (Dec 10, 2025 08:50:37 PST)

Emily Fox, County Counsel

Heidi Willson

Heidi Willson, Secretary

Section 19. Fact Sheet

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FACT SHEET

Executive Summary

The Mono County Local Transportation Commission (MCLTC) Regional Transportation Improvement Program (RTIP) has been developed in partnership with Mono County, the Town of Mammoth Lakes, and Caltrans District 9. The current emphasis of the RTIP is to continue the backlog of local projects and to move forward with regional Memorandum of Understanding projects once fiscal resources improve for all partners. This RTIP cycle proposes the Meridian-Minaret Roundabout and the second phase of the Benton Crossing Road Rehabilitation project.

Benefits

The first project on Benton Crossing Road provides connection through Long Valley in unincorporated Mono County. The project proposes the rehabilitation of an existing roadway and will support safe, reliable access to two major corridors. The improvements will also directly benefit cyclists who have been particularly vocal about the roadway conditions. This route sees the most bicycle traffic in the unincorporated area and is used annually for events such as the Mammoth Gran Fondo that help boost the local economy.

The second project located at the intersection of Minaret Road and Meridian Boulevard serves as a connector between commercial, residential, and recreational destinations in the Town of Mammoth Lakes. The project proposes a new single-lane roundabout at the intersection which is currently signalized. In addition, the roundabout will include bicycle and pedestrian facilities around the perimeter to facilitate connection to existing non-motorized facilities and future paths.

Goals and Objectives

The projects are consistent with the following Regional Transportation Plan (RTP) policies that seek to advance regional and statewide benefits:

Policy 1.C. Plan and implement a transportation and circulation system that supports the county Land Use objectives of concentrating development in community areas.

Objective 1.C.2. As transportation funding and maintenance dollars continue to be flat (or negative), consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

Policy 9.A. Enhance the safety of the countywide road system.

Objective 9.A.1. Support projects on local roads that upgrade structural adequacy, consistent with county Road Standards and the Mono County Local Road Safety Plan.

Objective 9.A.9. Implement approved road safety countermeasures on Mono County roads to reduce fatal and severe injury traffic collisions and to address the types of crashes present on county roadways, particularly leaving the roadway types of collisions

in the unincorporated portion of Mono County. Leaving the roadway countermeasures include widening road shoulder, widening horizontal curves, pavement friction, rumble strips, pavement safety edge, and providing clear zones for recovery adjacent to roadway.

Policy 9.C. Ensure that the County's multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

M.1.1. Policy: Plan, design, and construct all new streets as "complete streets" and work to retrofit and/or accommodate complete streets infrastructure or strategies on existing streets in ways that respect and maintain neighborhood character.

M.1.2. Policy: Provide an interconnected network of streets, mid-block connectors, paths, sidewalks, trails, and bike facilities that improve multi-modal access, disperse traffic, improve emergency access, and reduce congestion.

M.1.4. Policy: Emphasize public safety in the planning and design of the transportation system by balancing timely emergency response with vehicle, pedestrian, and bicyclist safety.

The projects aligns with state goals by investing in safe and accessible bicycle infrastructure, spearheading safety improvements to reduce injuries and fatalities of all users, promoting projects that discourage increased use of motor vehicles, and improving connectivity to lessen the burden on disadvantaged communities.