Mono County
Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
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commdev@mono.ca.gov

PO Box 8
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AMENDED AGENDA

January 12, 2015 – 9:00 A.M.
Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

2. **PUBLIC COMMENT**

3. **MINUTES:** Approve minutes of December 8, 2014 ***– p.3***

4. **ADMINISTRATION**
   A. Resolution of appreciation for retiring Town engineer Peter Bernasconi
   B. LTC Commissioner Handbook update ***– p.7***
   C. Receive and accept LTC audit report 2013-14 & provide any desired direction to staff *(Megan Mahaffey)* ***– p.13***
   D. Overall Work Program (OWP) 2015-16 initial discussion & provide any desired direction to staff *(Megan Mahaffey)* ***– p.17***
   E. Regional Transportation Plan (RTP): Continue discussion of RTP update including commissioner comments & provide any desired direction to staff *(Gerry Le Francois)* ***– p.20***
   F. *A letter from the LTC requesting an early allocation of match funds for the Convict Lake Road rehabilitation project (Garrett Higerd)*

5. **COMMISSIONER REPORTS**

6. **LOCAL TRANSPORTATION:** No items

7. **TRANSIT**
   A. Eastern Sierra Transit Authority (ESTA) update
   B. Yosemite Area Regional Transportation System (YARTS) update

8. **CALTRANS**
   A. SR 108 truck restriction update ***– p.26***
   B. US 6 Chalfant intersection status
   C. Traffic count update
   D. Bridgeport Main Street monitoring report *(Wendy Sugimura)* ***– p.56***
   E. Report activities in Mono County & provide pertinent statewide information

9. **INFORMATIONAL**
   A. **"**Tesla investing in Lone Pine" ***– p.67***

10. **UPCOMING AGENDA ITEMS**

11. **ADJOURN** to February 9, 2015 ***More on back…***

***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

December 8, 2014

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

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Shields Richardson, alternate John Wentworth

COUNTY STAFF: Scott Burns, Jeff Walters (videoconference), Gerry Le Francois, Garrett Higerd, Megan Mahaffey, C.D. Ritter

TOWN STAFF: Peter Bernasconi

CALTRANS: Ryan Dermody, Dennee Alcala, Michael Beauchamp

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Jo Bacon called the meeting to order at 9:01 a.m. and attendees recited the pledge of allegiance.

2. **INTRODUCTION OF COMMISSIONER SHIELDS RICHARDSON.**

3. **PUBLIC COMMENT:** Peter Bernasconi outlined Town projects nearing completion.

4. **MINUTES:**

   MOTION: Approve minutes of Special Meeting November 3, 2014**,** as amended: 1) Item 4, line 7: At a previous meeting, Tom Hallenbeck committed to looking at organizing all data…; 2) Item 5, Wheeler Crest: Commissioner Stump wanted emergency egress route from Rimrock Ranch lower portion back to Swall Meadows Road…; 3) Item 7A: …Reds Meadow shuttle with ~~13,000~~ 130,000 trips…
   (Hogan/Johnston. Ayes: 3. Absent: Fesko. Abstain due to absence: Richardson.)

5. **ADMINISTRATION**

   A. **Local Transportation Fund & Audit:** Megan Mahaffey noted overage of $54,045.63 above projected and $44,045.63 above allocated. Priority list set up? *Will do breakdown for percentages in January.*

   B. **Regional Transportation Plan (RTP):** Gerry Le Francois outlined Ch. 4 last month on community policies, will discuss Ch. 3 on regional policy now. Mono uses RTP as its Circulation Element, unlike many other Regional Transportation Planning Agencies (RTPAs). Financial element was rewritten last year. Ch. 3 has 12 topics, including land use issues, economic factors, and environmental issues.

   Policy 3, Obj. 3.1: State, Town, County endorse "fix it first." SB 743 approved, looking at CEQA level of service on streets de-emphasized. Formatting errors exist.

   P. 78: June Lake CAC wants to emphasize YARTS (Yosemite Area Regional Transportation System) shuttle stops.

   P. 79-82: Greenhouse gas section is new. Baseline for GHG analysis will be more prominent, go after competitive dollars. Allows smaller projects to tier off new GP EIR, not do their own analysis.

   P. 80, Obj. 2.4: Bike and trails plans rephrased as Active Transportation Plan (ATP), on competitive basis.

   P. 80, Obj. 3.4: Electric vehicles, charging stations. Commissioner Johnston asked about natural gas. Not as good as electric, but cost-effective if natural gas source exists, which Eastern Sierra does not have. Exists at China Lake, Tahoe, and Reno. Effort by Inyo/Mono to have liquefied brought in, depressurized. Not enough vehicles are convertible. If fueling stations have liquefied gas, potential exists. Propane has conversion question. John Helm stated YARTS uses conventional diesel, which, according to Commissioner Hogan, is not as good for elevation changes. Commissioner Stump thought propane storage facilities would be an issue.

Can't support compression ratios to run vehicles at altitude. Compression does not support heavy vehicles. Johnston: Distribution system in ground at Mammoth Lakes for natural gas (yellow pipes)? Peter Bernasconi stated they're used for propane.

Policy 4: Note: Part of videoconferencing was paid by LTC. Environment: Deer kills become wildlife/vehicle collisions. Caltrans and staff met on this issue.

P. 86: Livable communities: Acknowledged Caltrans and Mono on Bridgeport Main Street. Other communities are working with Opticos Consultants. Johnston cited no system for evaluating success/non-success. Issues with head-in from across street occurred at first, but since then most are complying. Ryan Dermody stated Caltrans looks at accident rates and compliance. What would Johnston like to see? Johnston: Criteria, such as percentage parking right way, traffic flowing, and no use of center turn-lane for passing. Commissioner Hogan recalled Dan Burden visited long ago, set things in place. Le Francois indicated Burden did not say how to implement. Dermody emphasized "fix it first." Long-term maintenance is a big issue.

Policy 2: Rebrand bikes and pedestrians with Active Transportation Plan (ATP).

P. 88: Operational improvements: Mono and Caltrans did "intelligent transportation plans." Referenced in current RTP. Existing, insert here.

Policy 6: Service level E will change how monitoring occurs.

P. 89: Cell towers: Limited private property land base. Add reference to Digital 395, working on implementation plan.

P. 90: Non-motorized ATP to rebrand. Policy 3 is new: Dollars are now competitive. Guidelines are under State review. Talk of dropping match, which would help rural areas.

Obj. 4.2: LTC Handbook has non-motorized policy, but tendency to look at non-motorized after the fact. Replace defunct Mobility Commission with Planning and Economic Development Commission.

Obj. 1.1: Inyo/Mono prepared coordinated public services plan.

P. 94-95: Public participation: User groups have changed, will consult Town staff. Outreach plan with Native Americans to deal with sovereign nations.

Submit questions/comments to Le Francois. Next version will be in legislative format via email and posted on LTC website. Timeline? *Major rewrite for MAP-21 and federal funding in December 2013.* Scott Burns cited EIR on RTP, coordinate with other planning docs. Work with Town on GHG (greenhouse gas) analysis. Tie-in with Housing Element? Burns: Consulting HCD on SB 375, not clear on how to implement. Stick with five-year cycle on RTP, go to eight-year cycle to coincide with Housing Element.

Ch. 5, Action Element: New RTIP/STIP cycle in 2016. Why is SR 203 not on list of state highways for access (p. 149)? *It will be. Mono is trying for quantifiable measures as well as qualitative.* Commissioner Stump thought reconfiguration in Bridgeport was to prevent passing and control speed. Intent was to maximize parking spaces within length of road, which dovetails with accident data. Objectives can provide helpful direction toward evaluation metrics. Ryan Dermody cited a sense of place as well. Commissioner Johnston asked if back-in parking was designed for traffic calming. Dermody: Prevents backing out conflicts with roadway traffic. Alternate Commissioner Wentworth: How is this effort going to engage with USFS, Collaborative Planning Team, Digital 395 sites, and trailheads? Integrate stakeholders into process, and get regional partnerships working together.

6. **COMMISSIONER REPORTS:** **Hogan:** Conway Ranch easement has closed. **Johnston:** California State Association of Counties (CSAC) meeting said State has $2 billion surplus, but formulas eliminate surplus and most money goes to schools. Most State revenue comes from capital gains taxes. Funding sources for transportation projects are not keeping pace with vehicle miles, as electric vehicles pay no gas tax. When do electric vehicles pay fair share of road tax? Initiating new systems of logging vehicle miles traveled, possibly a GPS tracking device; will test 6,000 vehicles as source of funding. Should have kept gas tax indexed to cost for gas, not flat rate. Mountain counties on west side are in red zone, but not Inyo and Mono. Garrett Higerd mentioned county engineers association hired one major consultant. Mono has moved toward more-comprehensive view of its roads on more-regular basis. Get new ratings on paved road network next year, compare to 2013 data. Johnston noted grant for biomass facility to heat Bridgeport road shop. **Bacon:** Inyo National Forest mules will be in Rose Parade, one string highlighting transport of fire crews.

7. **LOCAL TRANSPORTATION**

A. **Non-motorized project development process:** Scott Burns introduced annual check-in, requested by Commissioner Johnston. Coincides with new requirements for local and state jurisdictions. Burns cited examples: 1) Meridian Boulevard was first capacity-decreasing STIP project; 2) Mono was at forefront on projects such as sidewalks in Lee Vining, project managers seek input; 3) Caltrans has complete streets policy, with action plan updated last month; 4) Bridgeport Main Street; 5) Town's safe routes to schools; 6) Applied for

another grant to mimic Bridgeport's effort for Lee Vining community; 7) RTP has complete streets, sustainable communities integrated; and 8) Normal planning permit process looks at non-motorized; e.g., parking requirement reduction.

Johnston: Remarkable job in providing for non-motorized. Over time, though, staff changes, so embodying policy in practice is needed. He mentioned three areas:

1) **Meridian Boulevard:** Peter Bernasconi noted Town utilized STIP dollars, reached out to residents at three public meetings with overall concept, and additional outreach via Mobility Commission;

2) **US 395 northbound overlay:** Chip-seal projects extended to shoulders, worked well on travel lanes, but forever remained as impediment to good cycling. Ryan Dermody cited statewide concern in Sacramento, and more sand was added to chip-seal treatment. Commissioner Stump indicated Eastside Velo found shoulder north of 203 much smoother; and

3) **Rock Creek Road:** Eastside Velo was contacted repeatedly, and appreciated overall effort here and at Convict. John Armstrong, former LTC commissioner and president of Eastside Velo, advocated. Garrett Higerd noted Inyo National Forest was integral partner in early grant-writing process, with recreation staff involved early on. Newer concept for FHWA is bike climbing lane, but not downhill. Unique project. Support came way up front and all along. Construction was scheduled with different groups to reduce time and inconvenience. Everest Challenge bike race organizer was involved (project to be completed by next year's race). Johnston: Uphill climbing lane is unique; good experience on Benton Crossing Road as well. Concern about future maintenance of Benton Crossing. Urged Jeff Walters to contact cyclists before chip-seal projects. Dermody: District 9 is working on multimodal plan focusing on bikes and pedestrians; will reach out. Wentworth: Add Lake Mary Road interface in Lakes Basin on measurable outcomes.

8. **TRANSIT**

A. Eastern Sierra Transit Authority (ESTA)

1. **Triennial audit:** John Helm described report as favorable. It's important to compare to other operators throughout state. Implemented service changes during audit period to improve system overall. Pursued funding opportunities and better mileage tracking. Short-range transit plan every five years; awaiting contract from Sacramento. Transit ambassador to improve ridership in Bishop area was suggested, but was declined. Corps of volunteers would be difficult to establish. Visiting senior center and Bishop Care Center to educate on services. Enhance that activity, maybe create new-rider welcome packet. Technical improvements to services, pursue others in future. A needed capital replacement policy would include technical component.

Commissioner Stump asked if drivers keep CHP log books. Helm: Only long distance drivers. Stump: Performance indicators, service provided from rural areas to medical appointments, etc. despite decrease in ridership. How does auditor even know if ambassador would improve ridership? Inyo County is in midst of adventure trails issues, but maybe seek local area input on ridership decrease. Helm: Consultant *does* understand unique nature of area. No discontinued service was recommended.

MOTION: Accept ESTA's triennial audit. *(Johnston/Hogan. Ayes: 5. Absent: Fesko.)*

Richardson departed at 10:35, replaced by alternate Wentworth.

2. **Non-Emergency Medical Transportation Program:** Patients arrange volunteer driver, ESTA reimburses. Program under way since June will expire June 2015. Extend two years. Coordinated plan was derived from public process. Commissioner Stump noted senior services staff is available to transport; maybe ESTA could reimburse them as well as patient to benefit entire pool in need of service. *ESTA coordinates with entities providing transportation. Reimbursement form asks why service is needed, avoid double-dipping.* Stump: Double-dipping if Mono program doesn't fit? Important to get to medical services. Suggest options.

MOTION: Approve ESTA's non-emergency medical transportation program. *(Johnston/Hogan. Ayes: 4. Absent: Fesko, Richardson.)*

B. **Yosemite Area Regional Transportation System (YARTS):** Scott Burns noted Dick Whittington's presentation to Madera County. Fresno approved its part of MOU. Merced is recruiting an assistant.

9. **CALTRANS**

A. **Quarterly report:** Ryan Dermody added contact information for project managers. Commissioner Johnston commended Caltrans on shoulder-widening projects that create safe place for local and long-distance cyclists. Garrett Higerd thanked Caltrans for training at Tri-County Fairgrounds. Johnston: Hazards of guard rails impaling people has been reported. Future agenda: Are our guard rails that type? Commissioner Stump: Defective manufacturing caused failure of guard rail. Higerd: Caltrans design staff is looking at guard rails. Lawsuit on certain product. Could be paperwork issue, not submitted through proper channels. Johnston: If Mono has poorly designed guard rails, need to address issue. Higerd: Create inventory of guard rails, conduct evaluations, and bring up to current standards. Potential fund improvements with other road maintenance, package to get safety fund. Create better data.

Activities in Mono County: Ryan Dermody queried Commissioner Johnston about evaluation of Bridgeport Main Street. Johnston: Need something to evaluate success and/or problems so other communities have criteria on maintenance, accidents, school crossings, and business parking. Final step is enforcement Signing was added after initiation. Scott Burns was contacted by Tahoe, and Dermody recalled the Complete Streets project was mentioned during a panel discussion by Caltrans Director Malcolm Dougherty at the National Association of City Transportation Officials conference in San Francisco. Johnston: Works OK, but what if there's lots of traffic? Dermody observed back-in parking in downtown Kansas City. Johnston: If plow snow into center lane, how would it work in winter?

Katy Walton's husband died week prior to Thanksgiving. Send a card from LTC? Dermody introduced Michael Beauchamp, acting District 9 director, who gave a brief bio. He commended how small government works, with open communication and good relationships. Commissioner Hogan responded that because Mono is remote, agencies work together, understand problems, restrictions, and constraints.

10. **INFORMATIONAL**

A. Local Streets & Roads Needs Assessment

B. Low-Carbon Transit Operations Program

11. **UPCOMING AGENDA ITEMS:** 1) Link to CSAC item; 2) LTF allocation resolution; 3) RTP; 4) OWP 2015-16; 5) Bridgeport main street evaluation criteria.

12. **ADJOURN** at 11:07 a.m. to January 12, 2015. Bacon requested Wentworth's attendance in her absence.

Prepared by C.D. Ritter, LTC secretary

Mono County
Local Transportation Commission

LTC Commissioner Handbook

Updates: September 2008; July 2011;
January 2012; August 2012; May 2014; January 2015

I. INTRODUCTION AND PURPOSE

Background

The Mono County Local Transportation Commission (MCLTC) was created by joint resolution of the Mono County Board of Supervisors (Res. 84-93, dated August 21, 1984) and the Mammoth Lakes Town Council (Rex. 84-26, dated August 20, 1984). Pursuant to Government Code Section 29535, the Mono County Local Transportation Commission thus created was designated by the Secretary of Business, Transportation and Housing as the regional transportation planning agency for Mono County on October 1, 1984. The MCLTC replaced the Mono County Transportation Commission, which served as the transportation planning agency for Mono County from April 1, 1972, through December 1984.

Purpose

The Mono County LTC serves as the lead transportation and planning and administrative agency for transportation projects and programs in the Mono County region. The MCLTC's primary functions include:

1. Administration of Transportation Development Act (TDA) funds
2. Preparation, adoption and submittal of a Regional Transportation Plan (RTP) to the California Department of Transportation and California Transportation Commission
3. Preparation of an annual Overall Work Program (OWP)
4. Preparation and adoption of a Regional Transportation Improvement Program (RTIP)
5. Review of and comment on the Interregional Improvement Plan (IIP) contained in the State Transportation Improvement program (STIP)
6. Review of and prioritization of grant applications for various funding programs
7. Facilitation of public education, awareness and involvement in regional transportation planning and programming

II. ORGANIZATION

Membership

Consistent with state law, the MCLTC consists of six commissioners – three commissioners appointed by the Town of Mammoth Lakes Town Council and three commissioners appointed by the Mono County Board of Supervisors. Each appointing authority may also select up to three alternative members to serve in the absence of their respective regular members. In most instances, the appointing authorities select commissioners that also serve as members of the Mammoth Lakes Town Council and Mono County Board of Supervisors.

In recognition of the strong partnership between the MCLTC and Caltrans, the District 9 Director or designee is invited to sit at the table with the MCLTC to facilitate Caltrans participation and advice on commission matters.

Term of Office

Each appointed commissioner shall serve until a replacement is named.

Term of Office

Each appointed commissioner shall serve until a replacement is named.

Chair and Vice-Chair
The Chair and Vice-Chair shall be elected by a majority vote of members present in February or as soon thereafter as possible, or at a regular meeting after a vacancy occurs. The Chair position shall alternate between Town and County commissioners. The Chair shall preside at all meetings, call special meetings, and perform such other duties as may be assigned by the MCLTC. The Vice-Chair shall perform all duties of the Chair in the latter's absence or disability.

Meetings
The MCLTC meets the second Monday of every month, unless a lack of business or agenda items allows the monthly meeting to be canceled, or a special meeting is deemed necessary. Regular meetings are held at 9:00 a.m. at the Town/County Conference Room in Mammoth Lakes. The MCLTC also meets occasionally in the evening and/or in various unincorporated communities to facilitate public involvement. Special meetings may be called with the concurrence of the Chair to accommodate special circumstances, such as to facilitate community involvement, accommodate commission scheduling conflicts or to address pressing commission business. All MCLTC meetings shall be publicly noticed and conducted in accordance with applicable public meeting laws.

Quorums
Any four or more commissioners in attendance at an MCLTC meeting shall constitute a quorum. All actions taken by a quorum at a noticed meeting shall be binding and carry the full force and effect of the MCLTC.

Agendas
Meeting agendas shall be prepared by staff and posted by the Commission Secretary in accordance with all applicable laws. Agenda items and supporting materials shall be submitted to the Commission Secretary no later than 12 calendar days prior to the respective MCLTC meeting. Those items needing comments, analysis, legal review, etc. shall be submitted at least two weeks prior to the meeting. Agenda items should be prepared following the standard report format established by the Executive Director. Staff shall assemble and disseminate the final agenda packet to all MCLTC members and the Caltrans District 9 Transportation Planning Branch no later than five (5) calendar days prior to the respective meeting.

To facilitate agenda preparation and commission follow-ups, a Transportation Technical Advisory Committee may meet at least 14 calendar days prior to the commission meeting to review and coordinate agenda items.

III. ADMINISTRATION

Administrative Services
In recent years, Mono County and the Town of Mammoth Lakes have provided staff services of the MCLTC via a memorandum of understanding (MOU). The MOU (Attachment A) provides for planning services, staff and administrative support for the MCLTC in order to fulfill the requirements of the California Transportation Development Act, to accomplish the mandated functions of the MCLTC, and to carry out the annual Overall Work Program (OWP). The MOU notes that it is in the best interest of the County,

Town and MCLTC to continue to implement the most-efficient and professionally economical method of providing the aforementioned services, and that a close working relationship on a daily basis among the staffs of the three entities has been beneficial to all parties.

The division of responsibilities for staff and administrative services is established annually based upon the Overall Work Program. Major administrative matters and projects directly affecting the incorporated area are the responsibilities of the Town Public Works and Planning departments, whereas major administrative matters and projects directly affecting the unincorporated area are the responsibilities of the County Public Works and Planning departments.

County staff handles routine administrative and secretarial matters, and County staff has filled the positions of Executive Director, Commission Secretary, and Commission Counsel in recent years. The MCLTC secretary is appointed by the Executive Director to maintain records, including meeting minutes and project files and to assist staff in preparation and dissemination of public notices, agendas, agenda packets, and other official business. Technical (engineering, legal and planning) staffing services for the MCLTC are provided by the County and Town staff as needed. Appendix B contains job descriptions for the various positions in the Town and County that provide staffing services to the MCLTC.

Advisory Committees

The MCLTC appoints the Mono County Social Services Transportation Advisory Council (SSTAC) to advise the commission on transit needs, major transit issues, and coordination of specialized transportation services, particularly during the Unmet Needs Hearing process. Members of the SSTAC are appointed by the commission in compliance with the membership composition requirements of the Transportation Development Act (Section 99238). Consistent with the Legislature's intent to avoid duplicative transit advisory councils, the Mono County SSTAC serves as the sole advisory council for regional transit matters within Mono County.

To better integrate regional transportation planning efforts with local and county planning systems, the MCLTC utilizes the existing committee structure of the area's two general-purpose governments – the Town of Mammoth Lakes and Mono County. These include the Town of Mammoth Lakes Planning Commission, Mono County Planning Commission, the Mono County Airport Land Use Commission, Mammoth Lakes Airport Commission, the Town of Mammoth Lakes Mobility Commission and the Regional Planning Advisory Committees (RPACs), which are planning advisory committees serving unincorporated communities.

A staff-level Transportation Technical Advisory Committee (TTAC), consisting of representatives from Mono County, Town of Mammoth Lakes, the local transit provider (presently Eastern Sierra Transit Authority (ESTA)) and Caltrans, meets monthly to coordinate agenda items, commission follow-ups and related planning matters. The TTAC provides technical staff support and recommendations to the MCLTC on state, regional, county and town transportation matters. The TTAC generally meets after regular MCLTC meetings or as needed.

Non-Motorized Review

Project managers for Town, County and State projects shall regularly consult with local citizens, commissions/committees and mobility user groups such as the cycling

community, Regional Planning Advisory Committees, and the Town's ~~Mobility Commission~~ Community and Economic Development Commission during project design and implementation. Similarly, these users groups and commissions/committees shall be consulted in the update of transportation plans, policies and standards. Staff shall conduct a review of non-motorized features for all projects before the commission including:

- projects included in quarterly reviews;
- project initiation documents, including project study reports; and
- projects programmed in the Regional Transportation Improvement Program.

Planning Partnerships
The MCLTC participates with the regional transportation planning agencies in Inyo, Kern and San Bernardino counties through the Eastern California Transportation Planning Partnership. This partnership coordinates regional transportation planning and programming efforts for the Eastern Sierra region.

The MCLTC members and staff also participate on the Mono County Collaborative Planning Team, which consists of federal, state, regional, tribal and local government agencies in the region. The MCCPT meets regularly to provide a regional forum on a variety of planning matters, including transportation-related issues.

IV. PROCEDURES

Transportation Development Act Funds
The Transportation Development Act (TDA) provides for two major sources of funding for public transportation – the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). The TDA sets forth in detail the requirements and procedures for securing and administering these funds. The MCLTC follows these procedures, as amended from time to time, and complies with all other applicable requirements in the administration of TDA funds.

Deferred LTF revenue should be managed to generally maintain no less than 5% or more than 15% of annual allocations unless funds are set aside for a specific purpose such as a grant match.

Local Transportation Fund (LTF) revenue allocated to Mono County and the Town of Mammoth Lakes shall be claimed by Eastern Sierra Transit Authority (ESTA) under Article 4 of the Transportation Development Act. This ensures consistency with Inyo County and the City of Bishop, as recommended in the 2011 Roles and Responsibilities study.

Regional Transportation Plan
Government Code Section 65080 requires each transportation-planning agency to prepare and adopt a Regional Transportation Plan (RTP) once every four years. The plan is intended to achieve a coordinated and balanced regional transportation system of all travel-modes. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future and present clear, concise policy guidance to local and state officials and the general public. In Mono County, the RPT has been integrated with the circulation elements of the Town of Mammoth Lakes and Mono County to enhance integration of transportation plans with local land use plans and to improve planning efficiencies.

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Staff Report

January 12, 2015

TO: Mono County Local Transportation Commission

FROM: Leslie Chapman, Mono County Finance Director
Megan Mahaffey, Fiscal Analyst

SUBJECT: Mono County Local Transportation Commission Audit Report 2013-14

RECOMMENDATIONS
Receive and accept LTC audit report ending June 30, 2014

DISCUSSION
The 2013-14 was completed and submitted December 31, 2014. Mono County was found to be in compliance with the Statutes, Rules and Regulations of the California Transportation Development Act. As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, Fechter and Company performed tests of its compliance with certain provisions of laws as well as tests to determine that allocations made and expenditures paid were done so in accordance with allocation instructions of the Commission and in conformance with California Transportation Development Act. Specifically, tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County Local Transportation Commission were performed. The Mono County LTC has improved its financial management in the last year and made changes to follow previous year's audit recommendations. These changes will allow the annual audit to be a management tool for the Local Transportation Commission and Local Transportation Commission staff.

If you have any specific questions, call Megan Mahaffey, 760-924-1836.

FISCAL IMPLICATIONS
N/A

ATTACHMENTS
- Letter to Management
- Audit to be circulated at meeting

FECHTER & COMPANY
Certified Public Accountants

Craig R. Fechter, CPA, MST
Scott A. German, CPA

REPORT ON COMPLIANCE OVER FINANCIAL REPORTING BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH THE STATUES, RULES, AND REGULATIONS OF THE CALIFORNIA TRANSPORTATION DEVELOPMENT ACT AND THE ALLOCATION INSTRUCTIONS AND RESOLUTIONS OF THE TRANSPORTATION COMMISSION

Mono County Local Transportation Commission
Mammoth Lakes, California

We have audited the financial statements of the Mono County Local Transportation Commission as of and for the year ended June 30, 2014 and have issued our report thereon dated December 15, 2013. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Additionally, we performed tests to determine that allocations made and expenditures paid by the Mono County Local Transportation Commission were made in accordance with the allocation instructions and resolutions of the Commission and in conformance with the California Transportation Development Act. Specifically, we performed each of the specific tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County Local Transportation Commission.

In connection with our audit, nothing came to our attention that caused us to believe the Mono County Local Transportation Commission failed to comply with the Statutes, Rules, and Regulations of the California Transportation Development Act and the allocation instructions and resolutions of the Local Transportation Commission. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. We noted certain matters over compliance that we reported to management separately on page 32-33 of this report.

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and California Society of CPAs

Mono County Local Transportation Commission
Mammoth Lakes, California

This report is intended solely for the information and use of the County of Mono, the Mono County Local Transportation Commission, management, the California Department of Transportation, and the State Controller's Office and is not intended to be and should not be used by anyone other than these specified parties.

Fechter & Company, CPAs

December 31, 2014
Sacramento, CA

FECHTER & COMPANY
Certified Public Accountants

Craig R. Fechter, CPA, MST
Scott A. German, CPA

LETTER TO MANAGEMENT

Mono County Local Transportation Commission
Mammoth Lakes, California

In planning and performing our audit of the basic financial statements of the Mono County Local Transportation Commission for the year ended June 30, 2014, we considered its internal control structure in order to determine our auditing procedures for the purpose of expressing an opinion on the basic financial statements and not to provide assurance on the internal control structure. We also performed selected tests of compliance with certain provisions of laws, regulations, contracts and grant agreements.

Our consideration of the internal control would not necessarily disclose all matters in the internal control that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. However, we noted no matters involving the internal control and its operation that we consider to be material weaknesses as defined above.

We appreciate the cooperation of the management of the Mono County Local Transportation Commission and look forward to working with the Commission in the future.

Fechter & Company, CPAs

Fechter & Company, CPAs

December 31, 2014
Sacramento, CA

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Staff Report

January 12, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: Mono County Overall Work Program 2015-16

RECOMMENDATIONS
Review Overall Work Program 2014-15 table of contents as a refresher for current active projects and provide desired direction to staff.

FISCAL IMPLICATIONS
None at this time.

ENVIRONMENTAL COMPLIANCE
N/A

DISCUSSION
The Mono County Overall Work Program 2014 - 2015 was created by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The current OWP reflects a joint work effort between both public entities and reflects work elements that are projected to be active from July 1, 2014, to June 30, 2015. Mono County staff is starting to review what projects will be complete and what projects will be active after June 30, 2014. The Mono County Overall Work Program 2015-16 is due to Caltrans in May 2014. The Mono County Overall Work Program 2015-16 will include all projects to be worked on July 1, 2015, to June 30, 2016. The 2015-16 OWP draft is due to Caltrans District 9 March 1, 2015. The final 2015-16 OWP is due to Caltrans District 9 in May 2015.

TIMELINE
- Feb 9: Draft to Commission before submission to Caltrans March 1.
- April 13: Final budget adjustment if needed for submission to Caltrans May 1.
- May 11: The 2015-16 OWP will come back to the Commission for adoption and submission.

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Total	Town	County
100-12-0: 2015/16 OWP Development and Approval	**$13,000**	$3,000	$10,000
101-12-0: 2013/14 & 2014/15 OWP Admin	**$19,000**	$5,000	$14,000
103-12-0: Local Transportation Commission Staff Support	**$15,000**		$15,000
200-12-0: Regional Transportation Plan	**$60,000**	$2,000	$58,000
300-12-0: Regional Transit Planning & Coordination	**$19,000**	$12,000	$7,000
302-12-4: ESTA Update of Inyo-Mono Short Range Transit Plan	**$6,000**	$3,000	$3,000
600-12-0: Regional Transportation Grant Applications	**$10,000**	$5,000	$5,000
601-11-0: Regional 395 Corridor Management Plan	**$15,000**	$5,000	$10,000
800-12-1: Interregional Transportation Planning	**$15,000**	$5,000	$10,000
900-14-0: Regional Seasonal Road Closure Pass Policy	**$10,000**	$2,000	$8,000
908-14-1: Regional Maintenance MOU – Policy Creation	**$38,000**	$18,000	$20,000
1000-12-0: Training and Development	**$10,000**	$5,000	$5,000
TOTALS	**$230,000**	$65,000	$165,000

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Total	Town	County
200-12-0: Regional Transportation Plan	**$16,000**	$8,000	$8,000
201-12-1: Regional Trails	**$10,000**	$5,000	$5,000
403-12-0: Regional Pavement Management System	**$8,000**	$4,000	$4,000
600-12-0: Regional Transportation Grant Applications	**$10,000**	$5,000	$5,000
601-11-0: Regional 395 Corridor Management Plan	**$15,250**		$15,250
605-12-2: Mammoth Lakes Stormwater Management Plan	**$10,000**	$10,000	
607-13-2: Mammoth Lakes Draft Mobility Element Level of Service Analysis & Mitigation Identification	**$31,750**	$31,750	
611-14-2: Mammoth Lakes Mobility Adoption	**$10,000**	$10,000	
700-12-0: Regional Project Study Reports	**$15,000**	$5,000	$10,000
701-12-1: Regional Transportation Improvement Program (RTIP)updates and meeting attendance	**$10,000**	$5,000	$5,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	**$4,000**	$4,000	
902-12-2: Regional Purchase of Transportation Data Collection Equipment	**$10,000**	$5,000	$5,000
903-12-1: Regional Transportation Asset Management Plan	**$70,000**	$20,000	$50,000
1000-12-0: Training and Development	**$10,000**	$5,000	$5,000
TOTALS	**$230,000**	$110,750	$119,250

Mono County
Community Development Department

PO Box 347
Mammoth Lakes, CA 93546
760-924-1800, fax 924-1801
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760-932-5420, fax 932-5431
www.monocounty.ca.gov

STAFF REPORT

January 12, 2015

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

RE: Draft Regional Transportation Plan

RECOMMENDATIONS
Continue discussion of the 2014 Draft Regional Transportation Plan (RTP) update, including commissioner comments, and provide any desired direction to staff.

BACKGROUND
At prior meetings, the Commission conducted workshops on the RTP update; today's workshop will continue this focus on various components including commissioner comments received to date.

According to the Caltrans Regional Transportation Guidelines, the RTP is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.
The Draft RTP previously distributed (please bring your copy) is intended to:

- Provide a clear vision of the regional transportation goals, policies, objectives and strategies--this vision must be realistic and within fiscal constraints;
- Provide an assessment of the current modes of transportation and the potential of new travel options within the region;
- Project/estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region's mobility and accessibility needs;
- Identify guidance and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals of MAP 21;
- Promote consistency between the California Transportation Plan, the Regional Transportation Plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies responding to statewide and interregional transportation issues and needs;
- Provide a forum for: 1) participation and cooperation, and 2) to facilitate partnerships that reconcile transportation issues which transcend regional boundaries; and
- Involve the public, federal, state and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

ATTACHMENTS

- Commissioner Bacon Comments
- Commissioner Hogan Comments

Hi Gerry,

Here are my notes so far (I haven't read every chapter yet):

Executive Summary:

Page 2 - bullet point about expanding transit at Mammoth Yosemite Airport - I think you'll get comments from Town Staff/ESTA that this is not the current thinking, because it's still not cost-effective. Could that bullet be re-written to read "transit options" which is more general than "transit connections" and doesn't imply buses?

Page 2 - last bullet regarding town issues seems to have a disconnect between listing several issues and saying the main issue at the beginning of the first sentence. Also, please change " by developing" a year-round townwide transit system to "expanding" as much of it is already in place.

Page 3 - Compliance with Air Quality Plan - this is confusing because this first part says the Town is out of federal compliance but later on page 4 says the town has met federal standards. Also, Mammoth Gateway should be identified as being in Mammoth. Finally, I believe that the code section mentioned at the top of page 5 might have already been done?

Page 4 - Transportation Related Air Quality Mitigation - wording is a little strange. Didn't the town prepare the Air Quality Management Plan, not GBUAPCD?

Jo Bacon
Mayor
jbacon@townofmammothlakes.ca.gov
(760) 934-4932

Mono County Regional Transportation Plan
Working Draft – July 2014
Comments – Sandy Hogan

Commissioners: Shields Richardson has replaced Matthew Lehman

(all pages noted refer to the page number at the bottom of the page, not the packet page #)

Executive Summary:
p. 2 – second to last paragraph, second to last sentence: correction - Hwy 108

p. 3 – first paragraph: delete "Mammoth Area Transit"

p.3. – second paragraph, last sentence: add "additional" before ..commercial aircraft…

p. 4 – second paragraph: add 2013 and 2014 days to end of sentence.

p. 5 – fourth paragraph (and throughout document): add "draft" before Mobility Element

Chapter 1:
p. 10, TOML Advisory Committees – delete Mammoth Area Shuttle, add Planning and Development Commission (2 transit workshops/year)

Chapter 2:
p.25 - (odd numbered pages to end of chapter): change header from Chapter 3 to 2

p. 36 – fourth paragraph, after Devils Postpile, note added trolley service to Lakes Basin

p. 37 – third paragraph, first sentence: add after meet, "current and…"

p. 43 – second to last paragraph, first sentence: space needed between "Ski Area and…"

p. 48 – **Mammoth Fixed Routes**: add, "…and all winter routes previously operated by MMSA (or, note separately that MMSA contracts with ESTA to provide services to all winter ski portals, including capital replacement costs)

p. 48 – **Reds Meadow Shuttle:** The U.S. Forest Service contracts with ESTA…

p. 51 – **Aviation:** first paragraph, last sentence: add "Denver and Las Vegas".

p. 54 – 4. first sentence: what expansion of MMSA?? Perhaps "improvement"??

p. 59 – Under ESTA Transit Services: add a paragraph noting that ESTA now operates all of the former MMSA winter routes (red, yellow, green) under contract with MMSA.

p. 62 – Existing Bicycle Routes and Signage: last sentence is incomplete

p. 62 – Existing Parking Facilities: Add "and in various sites in the Town of Mammoth Lakes", unless noted elsewhere.

p. 64 - Bus Shelters: add “and in various sites in the Town…” You may want to note that the Town has some newer ones on non-Caltrans routes, also.

p. 64 – Recreational Use/Bicycling Events: perhaps include “Fat Tire bicycling” to the list of bicycling interests?

p. 65 – Town of Mammoth Lakes: note that all (summer) transit, including the trolleys, has bike racks or trailers.

p.74 – first sentence: spell out “MPOs”, then use acronym.

Chapter 3:

p. 76 - (odd numbered pages to end of chapter): change header from ”Needs Assessment” to “Regional Policy Element”

p. 88 – missing Policy 4

p. 94 – last bullets on page: Change “Planning Commission” to “Planning and Economic Development Commission.” Also, not sure that we have an Airport Advisory Committee, as the Airport Commission was dissolved last year, along with the Mobility Commission.

p. 95 – Objective 1.3 – consider adding the TOML Hispanic Advisory Committee

Chapter 4:

p. 106 – add to Objective A – Develop access plan with Caltrans, NPS, and LTC for YNP

p. 112 – add to Objective D, policy 2 – add “access lane (“fast lane”) to Tioga Gate for passholders and buses”.

p. 127 – Objective B – add “Pave Owens Gorge Road, with bicycle lanes”

p. 133 – first line (& elsewhere): insert “Draft” into “Town of Mammoth Lakes Mobility Element”

p. 133 – last bullet – insert “more than” before regional service??

p. 137 – M.9.B. Is there some action that can be inserted here between the TOML and Caltrans to develop better snow removal along 203?

Chapter 5:

p. 138 – bottom of page – What about Tesla development in NV that may affect Hwy. 6?

p. 139 – top – add Hwy 203, note that it’s a dead-end at Minaret Summit (Madera Co. Line), serving Town, MMSA, access to Devils Postpile and Reds Meadow

p. 139 – 5th bullet – replace “Tuolumne Meadows” with “Yosemite National Park”

p. 139 – 13th bullet, line 3 – (correction) – “Collaborative”

p. 140 – 3rd bullet, 2nd line – insert “Town of Mammoth Lakes Planning and Economic Development Commission” (PEDC has taken on these Mobility Commission duties)

p. 140 – 5th bullet, line 3 – add “MMSA town winter services”

p. 140 – 9th bullet, line 2 – add “been”

p. 140, 17th bullet, add, “including a paved multi-use trail to and in the Lakes Basin”

p. 140, 18th bullet, line 3, insert “additional” to capital projects

p. 141, 5th bullet, line 1: capitalize “County”

p. 142, 3rd objective, line 1: insert missing number

p. 142, 5th objective, line 1: correct spelling of efficient

p. 142, measurement data: complete this line

p. 143, 3rd paragraph, 1st and last sentences: make “PM10” consistent with other sentences and paragraphs

p. 143, last paragraph, 1st sentence: insert “draft” before “Mobility Element”

p. 144, first paragraph, 2nd sentence: ditto

p. 145, 1st paragraph, line 3: isn’t the Rush Creek 4 lane project complete???

p. 145, last paragraph, line 2: insert “to provide free transit to all ski portals, and” before “to market…”

p. 147, paragraphs 3 and 4: insert “draft” before “Mobility Element”

p. 147, paragraph 4: isn’t the expansion of winter transit services (peak period) already implemented, with the contract between MMSA and ESTA??

p. 147, paragraph 7, line 3: Mono County contributes $30,000/year towards YARTS. Also, delete “has” from the following sentence

p. 148, 2nd paragraph, line 2: insert “and expand” after “support”

p. 148, 2nd to last sentence: delete one of the periods after “etc.”

Chapter 6:

p. 155, 3rd line: add possessive apostrophe (Developers’)

p. 156, 2nd paragraph, line 2: add “and includes capital replacement” after “privately funded”

p. 156, 4th paragraph, line 2: Mono County contributes $30,000/year towards YARTS

p. 157: last sentence: insert “length of road system” after “population,”

Chapter 7:

p. 161, line 3: add “and Mammoth Lakes” after “Lee Vining”

Chapter 8: (check titles and dates of documents noted below; some have been updated)
p. 162, Inyo NF Travel Management Plan (approved in 2010 or 2011??)

p. 163, Airport Land Use Plan – Mammoth Yosemite Airport (draft 2013 or 2014??)

p. 164, YARTS Short-Range Transit Plan (2012 or 2013??)

p. 166, Town of Mammoth Lakes, replace “Bill Manning” with “Brian Picken”

(I didn’t do any review of the appendices)

Mono County
Local Transportation Commission

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January 12, 2015

To: Susan Bransen, Executive Director
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

Re: Request for Early Authorization of Construction Match Funds for Convict Lake Road Federal Lands Access Program (FLAP) Project.

Dear Susan Bransen,

Mono County Department of Public Works is submitting an early request for authorization for allocation of $584,000 construction match funds at your March meeting in order to keep this project on the Federal Highways Administration's (FHWA)'s aggressive schedule. This project is a high priority for the Mono County Local Transportation Commission (LTC) and we request the CTC approve early allocation of state-only match funds for the construction phase of this project.

The Mono County LTC's 2014 Regional Transportation Improvement Program included the Convict Lake Road FLAP match. This project will rehabilitate 2.75 miles of Convict Lake Road and add bicycle lane improvements. The total project cost is estimated to be approximately $5,688,000, and is 88.53% funded with FLAP funds. The 2014 STIP programmed $79,000 of state-only match funds for PA&ED in 2014/15 and $584,000 of state-only match funds for Construction in 2015/16.

The environmental work and plans, specs, and estimates are complete and FHWA desires to advertise this project for bid in March and start construction this summer in order to utilize FLAP funding available in 2015. Reimbursements for construction work will still be made in 2015/16. However, early allocation is necessary to assure FHWA that match funds are secured prior to awarding the construction contract.

Any assistance in keeping this project on schedule is greatly appreciated. Please contact Garrett Higerd at (760) 924-1802 or ghigerd@mono.ca.gov if you have any questions concerning this.

Sincerely,

Jo Bacon
Chair, Mono County Local Transportation Commission

cc: Rachel Falsetti, Chief Division of Transportation Programming
Laurel Janssen, CTC Deputy Director
Michael Beauchamp, District 9 Director
Scott Burns, Executive Director MCLTC
Wendy Longley, FHWA Project Manager

DEPARTMENT OF TRANSPORTATION
DISTRICT 9
500 SOUTH MAIN STREET
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www.dot.ca.gov

Serious drought.
Help save water!

December 22, 2014

Mr. Larry Johnston, Chairman
Mono County Board of Supervisors
P.O. Box 715
Bridgeport, California 93517

Agenda Item Request - Recommendation for State Route 108 Truck Size Restriction

Dear Chairman Johnston:

As you are aware, Mono County and Caltrans have interacted regarding the placement of truck restrictions on a section of State Route 108 (SR 108) in Mono County from postmile (PM) 0.0 (Mono County/ Tuolumne County line) to PM 9.8 (closure gate west of the Marine Corps Mountain Warfare Training Center). This was discussed (with public comment) at the October 21, 2014 Board of Supervisors (BOS) meeting. To enable further discussion, we request this topic be placed on the agenda for your January 20, 2015 meeting.

We expect that a truck size restriction would significantly benefit both travelers and trucking companies unfamiliar with the topography of this Sierra Nevada mountain pass. The steep grade and tight curves that the road follows to reach the 9,624 foot high pass, contribute to trucks getting stuck in this section; thus, blocking the entire road and causing road closures of up to five hours. The lengthy delays are due to a number of factors such as the remote location, tow vehicle response times from Coleville or Gardnerville, Nevada, and the work to free the truck (which may include unhitching the tractor from the trailer and backing the vehicle five or more miles down the grade).

The most recurrent location is at PM 4.6, which is in a series of reversing curves. A Caltrans study from January 2005 through February 2010 documents eighty incidents of stuck trucks: forty-one incidents at PM 4.6 and thirty-nine at other curves in this section. Additionally, we have studied possible improvements to this section. However, due to the environmental constraints (i.e. steep and rocky mountainous terrain) improvements are too costly to be competitive for limited highway funds.

In order to reduce delays to travelers, and cost and impact to trucking companies, Caltrans recommends the BOS formally declare this section of SR 108 be closed to trucks greater than 30 feet king pin to rear axle (KPRA). For the truck restriction to be legally enforceable, a resolution or ordinance from Mono County is required.

We look forward to further interaction with the BOS and the public at the upcoming January meeting. If you have any questions, or need further information please contact Terry Erlwein, our Traffic Operations Engineer, at (760) 872-0650 or myself at (760) 872-3143.

Sincerely,

BRYAN WINZENREAD
Deputy District Director
Maintenance and Operations

Attachments

(1) Location Map
(2) Resolution No. 97-117 – Mendocino County Board of Supervisors
(3) Draft Ordinance – City of Fremont
(4) Initial Study for truck restriction of vehicles with 4+ axles
(5) Truck Restriction Report Checklist
(6) Excerpts from California Vehicle Code

c: Ryan Dermody, Deputy District Director, Planning, Caltrans
Terry Erlwein, Traffic Operations Engineer, Caltrans

INDEX OF SHEETS

Attachment 1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

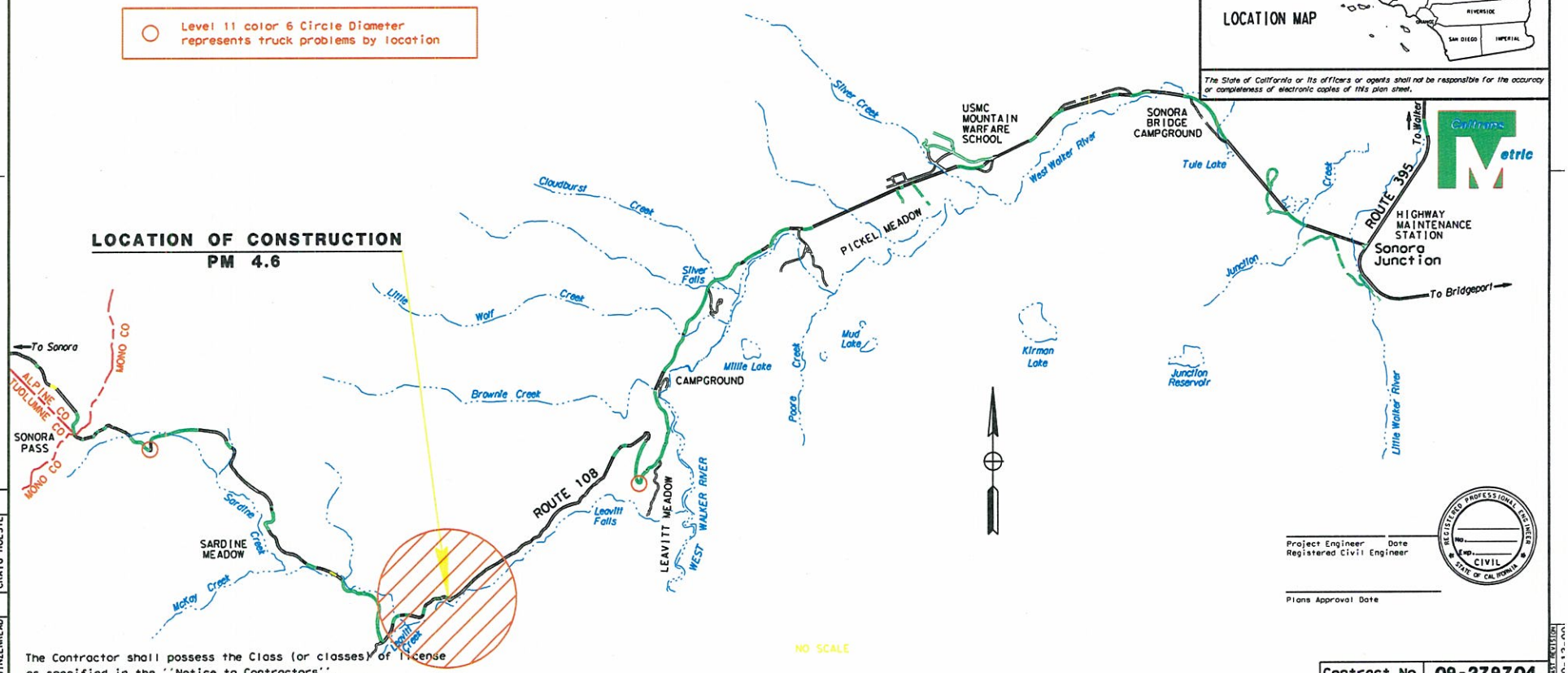
IN MONO COUNTY
ABOUT 10.6 MILES WEST OF SONORA JUNCTION
AT POST MILE 4.6

To be supplemented by Standard Plans dated May, 2006

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
09	Mno	108	4.8	1	

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Level 11 color 6 Circle Diameter represents truck problems by location



The Contractor shall possess the Class (or classes) of license as specified in the "Notice to Contractors".

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

PROJECT ENGINEER	DATE	PROJECT MANAGER	DATE
B WINZENREAD		CRAIG HOLSTE	

Contract No. 09-279704

927970a01.dgn 3/29/2010 1:26:53 PM

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => RUSER
DGN FILE => WREQUEST

CU 09230

EA 279701

Attachment 2

Jim - Did this language meet w/ approval in the Draft & Legal N

RESOLUTION NO. 97-171

RESOLUTION OF THE MENDOCINO COUNTY BOARD OF SUPERVISORS RECOMMENDING THE PROHIBITION OF VEHICLES AND COMBINATION VEHICLES WITH AN OVERALL LENGTH GREATER THAN 39 FEET FROM ACCESSING THE WESTERLY SEGMENT OF HIGHWAY 175

WHEREAS, the California Department of Transportation (Caltrans) has determined that certain large vehicles and combination vehicles described herein, cannot travel on the westerly segment of State Highway 175, specified herein, without crossing over the center stripe; and

WHEREAS, Caltrans has determined that this problem can only be resolved by imposing the herein identified restrictions; and

WHEREAS, the County of Mendocino has been requested to support Caltrans' findings and recommendations regarding State Highway 175, a highway within the exclusive jurisdiction of the State of California;

NOW, THEREFORE, BE IT RESOLVED by the Mendocino County Board of Supervisors, recommend and concur with Caltrans, that vehicles and combination vehicles with an overall length greater than 39 feet be prohibited access to State Highway 175 in Mendocino County, MEN PM 5.40, 5.4 miles east of Route 101 to the Mendocino/Lake County line at MEN PM 9.85. Access by vehicles over the 39 foot limit to local ranches, farms, agriculture, and other local business activities served by Highway 175 will be allowed.

BE IT FURTHER RESOLVED that this action, taken at the request of the California Highway Patrol and Caltrans, shall have no effect on the continuing legal responsibilities of the STATE OF CALIFORNIA, by and through Caltrans, for the continued and future maintenance of the subject highway and for its duty to the users of said State highway.

BE IT FURTHER RESOLVED that this resolution shall become effective upon appropriate State action and notification of all involved enforcement agencies and the installation of regulatory roadside signs.

The foregoing resolution was introduced by Supervisor Pinches, seconded by Supervisor Campbell, and carried this 22nd day of

September, 1997, by the following roll call vote:

AYES: Supervisors DelBar, Shoemaker, Pinches, Campbell, Peterson
NOES: None
ABSENT: None

Whereupon, the chair declared said resolution passed and adopted and SO ORDERED.

Chris Peterson

Chair, Board of Supervisors

ATTEST:

JOYCE A. BEARD
Clerk of the Board of Supervisors

Joyce A. Beard

I hereby certify that according to the provisions of Government Code Section 25103, delivery of this document has been made.

JOYCE A. BEARD
Clerk of the Board
By: _____
DEPUTY

Attachment 3

ORDINANCE NO. _____

Comment [KO1]: Ordinance number will be assigned by City Council after the passage of the final ordinance

AN ORDINANCE OF THE CITY OF FREMONT AMENDING ARTICLE 7 (MISCELLANEOUS DRIVING RULES) OF CHAPTER 2 (TRAFFIC REGULATIONS) OF TITLE III (PUBLIC SAFETY, WELFARE AND MORALS) OF THE FREMONT MUNICIPAL CODE TO DELETE THE TRUCK ROUTE DESIGNATION FOR NILES CANYON ROAD (STATE ROUTE 84)

The City Council of the City of Fremont does ordain as follows:

Section 1:

Section 3-2706 (Truck Routes) of Article 7 (Miscellaneous Driving Rules) of Chapter 2 (Traffic Regulations) of Title III (public Safety, Welfare and Morals) of the City of Fremont Municipal Code is hereby amended to delete the truck route designation for Niles Canyon Road as a truck route.

Section 2:

(a) The City of Fremont, Alameda County may by ordinance in conjunction with CVC 35715. prohibit the use of Niles Canyon Road by a vehicle or combination of vehicles that exceeds a weight limit of 10,000 pounds or more. The weight limit shall be determined by the City of Fremont City Council and specified in the ordinance.

Comment [KO2]: The subsection of the CVC will be assigned by the Department of Transportation after final approval

\ (b) An ordinance adopted pursuant to this section is not effective with respect to the following:

(1) A vehicle or combination of vehicles coming from an unrestricted highway having ingress and egress by direct route to and from the restricted highway when necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on the restricted highway or for the purpose of delivering materials to be used

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in the actual and bona fide repair, alteration, remodeling, or construction of a building or structure upon the restricted highway for which a building permit has previously been obtained.

(2) The operation of ambulances, hearses, or vehicles providing emergency roadside services or roadside assistance.

(3) Any vehicle or combination of vehicles owned, operated, controlled, or used by a public utility or licensed contractor in connection with the construction, installation, operation, maintenance, or repair of a public utility facilities or public works projects.

(4) Any vehicle which is subject to the provisions of Article 2 (commencing with Section 1031) of Chapter 5 of Part 1 of Division 1 of the Public Utilities Code or any farm labor vehicles.

(5) Any vehicle operated as an incident to any industrial, commercial or agricultural enterprise conducted upon the highway.

Legal basis for the restriction process: CVC Section 21101 allows the restriction of certain vehicles, by stating that, "Local authorities for those highways under their jurisdiction, may adopt rules and regulations by ordinance or resolution on the following matters": (c) Prohibiting the use of particular highways by certain vehicles, except as otherwise provided by the Public Utilities Commission pursuant to Article 2 (commencing with Section 1031 of Chapter 5 of Part 1 of Division 1 of the Public Utilities Code. CVC Section 21104 further states "No ordinance or resolution proposed to be enacted under Section 21101 or subdivision (d) of Section 21100 is effective as to any highway not under the exclusive jurisdiction of the local authority enacting the same, except that an ordinance or resolution which is submitted to the Department of Transportation by a local legislative body in complete draft form for approval prior to the

DRAFT

enactment thereof is effective as to any state highway or part thereof specified in the written approval of the department. This section does not preclude the application of an ordinance or resolution adopted under Section 21101 or subdivision (d) of Section 21100 to streets maintained by a community services district organized pursuant to Division 3 (commencing with Section 61000) of Title 6 of the Government Code. An ordinance or resolution enacted by a local authority pursuant to subdivision (c) of Section 21101 may impose a fine or penalty for a violation of this code.

The ordinance shall not be effective until appropriate signs are erected indicating either the streets affected by the ordinance or the streets not affected, as the local authority determines will best serve to give notice of the ordinance.

- CVC Section 35702 requires Caltrans approval, and the designation of an alternate route, by stating that, "No ordinance proposed under Section 35701 is effective with respect to any highway which is not under the exclusive jurisdiction of the local authority enacting the ordinance, or, in the case of any state highway, until the ordinance has been submitted by the governing body of the local authority to, and approved in writing by, the Department of Transportation. In submitting a proposed ordinance to the department for approval, the governing body of the local authority shall designate therein, an alternate route for the use of vehicles, which route shall remain unrestricted by any local regulation as to weight limits or types of vehicles so long as the ordinance proposed shall remain in effect. The approval of the proposed ordinance by the Department of Transportation shall constitute an approval by it of the alternate route so designated.

DRAFT

Attachment 3

§ The alternate route designated by the City is Mission Boulevard (Route 238) between Niles Canyon Road (Route 84) and Interstate 680, and Interstate 680 between Mission Boulevard (Route 238) and Niles Canyon Road (Route 84). The alternate route is an existing truck route.

Section 3:

This ordinance shall be published once in a local newspaper of general circulation, printed and published in Alameda County and circulated in the City of Fremont, within fifteen (15) days from and after its adoption and shall take effect and be enforced thirty (30) days after its adoption.

The foregoing ordinance was duly introduced before the City Council of the City of Fremont, County of Alameda, at a meeting of the City Council of such City, held on the __th day of _____, 2011, and finally adopted at a regular meeting of said Council held on the __th day of _____, 2011, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

DRAFT

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM;

_____
City Attorney

Attachment 4

ENV. STUDY

INITIAL STUDY

FOR

TRUCK RESTRICTION OF VEHICLES WITH 4+ AXLES

LAK-175 PM 0.00 to R8.19
MEN-175 PM 5.4 to 9.85

Deborah C. Harmon

May 1, 1996
Date

INITIAL STUDY AND NEGATIVE DECLARATION

FOR

TRUCK RESTRICTIONS ON LAK/MEN 175

SCH No.
01-LAK-175-0.00/R8.19
01-MEN-175-5.40/9.85

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description: The proposed project involves implementing a truck restriction on the westerly portion of State Route 175 between the junction of State Routes 175 and 29 in Lake County and five miles east of the junction of Routes 101 and 175 near Hopland in Mendocino County. The restriction would prohibit vehicles with four or more axles from traversing this 12.5 mile segment of the route. Exceptions to this restriction would apply to any commercial vehicles making a delivery or pickup to a location within the restricted area.

Determination

An Initial Study has been prepared by the California Department of Transposrtation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

The proposed project will have minimal or no effect on growth or rate of development, employment, economy of the area (including businesses and industries), population characteristics, housing, schools, air and water quality, or noise levels on sensitive receptors. No recreational lands, park lands, or heritage resources are involved.

The proposed project will not have a significant impact on traffic composition or volume nor will it have a significant effect on social, cultural or recreational facilities.

BOARD OF SUPERVISORS LAKE COUNTY, CAL

Date

PURPOSE AND NEED FOR THE PROJECT

State Route 175 (SR-175) is a mountainous, east-west highway connecting Route 101 in Hopland with Route 29 near Lakeport. Few improvements have been made to this roadway over the years. The roadway alignment follows rugged terrain, with limited pavement width, steep grades, and tight curves. The roadway width, including shoulders, varies from 18 feet to a maximum of 32 feet. Grades in this segment of Route 175 average 6.5% to 7%, with some sustained grades of 9% and short stretches are as steep as 13%.

In the 12.5 mile section of Route 175 proposed for the truck restriction, there are just under 100 curves with a radius of 280 feet or less. The majority of the tight radius curves cannot be negotiated by trucks with a 30 foot kingpin to rear axle length without crossing over the centerline stripe or leaving the pavement, or both (see Exhibit B). Some curves require the complete use of both traffic lanes to be negotiated, and as such create a potentially hazardous situation for oncoming traffic. In some cases, large trucks have become stuck in the middle of a tight curve blocking the full width of the roadway and have had to be physically removed with the use of outside equipment.

The accident rate for this section of SR-175 over a three year period was 2.77 accidents per million vehicle miles which is 14% higher than the expected rate for a highway with similiar characteristics. From August 1990 to August 1993 there were 39 accidents with 20 injuries. Nearly 20% of these accidents involved large trucks or vehicles that had four or more axles in combination. This is a substantial number when taken in the context that vehicles with four or more axles only comprise 0.4% of the total volume of traffic. 12% of the accidents caused by the large trucks or combination vehicles were a result of crossing over the double yellow centerline and hitting an oncoming vehicle, or forcing the oncoming vehicle to leave the roadway.

39 x .12 = 8 x .12 =

Only 1 accid. because of offtracking

D.V. 10-8-98

Due to the steep grades and tight curves, vehicles pulling loads are forced to travel slowly, averaging approximately 15 mph. There are no paved turnouts or passing lanes in this 12.5 mile segment of Route 175, and this entire segment is barrier striped. Thus, passing opportunities for vehicles caught behind slow moving trucks are rare on this portion of Route 175 and are limited to those occasions when the slower traffic utilizes any available wide, unpaved shoulders.

In 1980 special warning signs were placed at each end of this segment of SR-175 to advise large trucks and autos with trailers against traveling this route. There are also signs warning motorists of narrow, winding road and steep grades ahead at each end of this segment. In 1991 additional warning signs were installed to advise trucks with lengths over 30 feet from kingpin

to rear axle to take another route. In total, there are five warning signs on the westerly end of Route 175 and four signs on the easterly end this segment advising motorists of the road conditions and to take alternate routes.

The California Highway Patrol (CHP) is strongly opposed to allowing large trucks and vehicles with trailers to continue using this portion of Route 175. There has been correspondence dating back to 1979 expressing concern over large trucks on the Hopland Grade. In addition to the several letters from the California Highway Patrol to Caltrans and the complaint letters that the Highway Patrol receives from citizens, Caltrans has received numerous letters and phone calls from private citizens, Supervisors from Lake County, as well as letters from Assemblywoman Bev Hansen and State Senator Jim Nielson. With few exceptions, this correspondence supports removing large trucks from this portion of Route 175.

The Highway Patrol also states that the truck advisory signs at each end of Hopland Grade have had little if any effect in preventing large trucks and vehicles with trailers from using this portion of Route 175. According to the CHP, several truck drivers have been cited for crossing over the double yellow centerline. The CHP report that when the drivers were asked whether they had seen the advisory signs, most drivers admitted that they had. When the drivers were questioned as to why they continued on, the most frequent response was that they didn't think it would be as bad as it was. Others stated that they had been dispatched over this route, or that the route looked like a shortcut on the map. Because there is no place to safely turn around, once the driver gets on this segment of Route 175, he has to continue.

The 1994 Route Segment Report shows that this portion of SR-175 currently operates at a D Level of Service (LOS) with operating speeds of 15 to 36 mph. This portion of Route 175 falls under the basic speed law, and has a 55 mph maximum speed limit. Due to the nature of the alignment, the practical speed for much of the route is 30 mph or less.

It is physically impossible for a tractor/semitrailer truck or an automobile with a tandem axle trailer (i.e., vehicles with four or more axles) to negotiate this portion of Route 175 without crossing over the center line into part or all of the opposing lane. This situation has created a disproportionately high ratio of truck-related accidents. As traffic volumes increase both seasonally in the summer and fall and during peak hours, so does the potential for truck and automobile accidents.

Closing this portion of Route 175 to vehicles which, alone or in combination with towed vehicles have four or more axles, should greatly reduce the potential for lane cutting (traffic crossing

over into opposite lanes) on these curves. This proposed traffic restriction should improve Route circulation and create a safer highway environment.

DESCRIPTION OF PROPOSED PROJECT

A vehicle restriction is being proposed on a twelve and a half mile segment Route 175 between Hopland and Lakeport, known locally as the "Hopland Grade." The restriction would close a portion of Route 175 (highway postmiles MEN-175-5.4 to 9.85 and LAK-175-0.00 to R8.19) to all vehicles with four or more axles in combination. This would include autos or pickup trucks that are towing two axle trailers and trucks with a 30 foot kingpin to rear axle length (see Exhibit B). Access to this newly closed portion of Route 175 for some deliveries and construction would be allowed.

This restriction would not "prohibit any commercial vehicles coming from an unrestricted street having ingress and egress by direct route to and from a restricted street when necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on the restricted street or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling, or construction of any building or structure upon the restricted road or street/road for which a building permit has previously been obtained." This restriction is intended to redirect all "through traffic" vehicles (with four or more axles) to alternate State and US Routes in Mendocino and Lake County (i.e., U.S. Route 101; State Routes 20 and 29).

This section of Route 175 will be signed for traffic approaching both from the east and west in Lake County and Mendocino County respectively. These signs will inform motorists that this portion of Route 175 is closed to all through traffic vehicles with four or more axles. Enforcement of this new restriction will be by the California Highway Patrol.

Alternatives Considered and Rejected

1. Curve corrections, shoulder widening or total realignment: One alternative would be to bring this portion of SR-175 up to current highway standards, either by one or more major projects or a series of minor highway projects. This approach would not be consistent with the current route concept for this portion of SR-175 which is designated as "maintenance as necessary". Although these types of project alternatives were the subject of extensive studies by both the Lake County/City Planning Council and Caltrans in the late 1980's, they were determined infeasible due to cost, environmental

impacts, existing low traffic volumes and the fact that to improve the alignment would divert substantial funds from higher priority capital improvements on other roultes. Projections of low traffic volumes in the future for this route also played an important part in eliminating this route for consideration for major highway improvements in the future.

2. Do Nothing: This alternative would not address the identified safety concerns or remedy the existing operational deficiencies. Currently there are numerous warning signs at either end of this segment of Route 175 advising motorists of the road conditions and recommending alternate routes. Per observations from the California Highway Patrol, these signs have not been effective.

Current Status of Proposed Project and the Process for Approval

Caltrans has performed studies to document how this segment of the route is currently utilized by vehicles with four and more axles. This information is summarized in this Initial Study which will be circulated to the public for comment. After completing the public review and comment period, a Negative Declaration will be finalized which will provide responses to any questions or concerns raised during the public review of this Initial Study. Caltrans will then request that Lake and Mendocino County prepare an ordinance restricting vehicles with four or more axles per California Vehicle Code Section 21101(c). The draft ordinance will be reviewed by the Division of Traffic Operations in Caltrans in Sacramento and, if approved, the Director of Caltrans will issue a written approval of the draft ordinance which the local agencies then execute.

At this time, Lake County has indicated a willingness to propose such an ordinance. Mendocino County has not yet officially accepted this responsibility.

AFFECTED ENVIRONMENT

Annual Average Daily Traffic (ADT) in 1993 for this portion of Route 175 was approximately 1000 to 1500 vehicles and peak month average daily traffic was just a few hundred vehicles more. Actual counts taken in October of 1993 recorded 1367 vehicles. During this count, vehicles that the proposed restriction would affect were identified and recorded. Total truck ADT was numbered at 83 or 6% of the total ADT. Of the 83 trucks, 6.9% were trucks with four axles or more. This amounts to about 5 vehicles a day or 0.4% of the total vehicle ADT.

Actual counts were taken again during July 1 - 5, 1994. Counts were taken from 6:00 am to 9:00 pm each day. Of the total 5958 vehicles recorded over the five day holiday period, 52, or 0.87% would have been impacted had the restriction on vehicles with four or more axles been in place. (See Table 1)

DISCUSSION OF ENVIRONMENTAL EVALUATION

Refer to the Environmental Significance Checklist (Exhibit D).

Since the restriction of certain vehicles will not involve any physical manipulation of the existing roadway or its environs, fish and wildlife habitat, water quality, and scenic resources would not be affected.

Restricting certain vehicles (i.e., 4+ axle vehicles) will result in some minimal amount of decreased exhaust emissions and noise levels for this stretch of SR-175 while increasing, by a negligible amount, emissions and noise on the alternate routes chosen. Because the traffic volume to be affected is so small, both the beneficial aspects of removing traffic to sensitive receptors along SR 175 and any adverse effects resulting from minimally increasing the volumes along US 101 and Routes 20 and 29 are considered nonsignificant.

It is expected that there would be some minor increase in fuel consumption resulting from those vehicles restricted from using SR-175 having to detour on a longer route, however, this would be somewhat offset because alternate routes are not as steep as Route 175.

Restricting vehicles with 4+ axles would affect a small number of recreationists (e.g., some kinds of recreational vehicles or those who are towing a two axle boat trailer or a second vehicle) who use SR-175 as a route for accessing Clear Lake. However, because of the availability of alternate routes this is not considered to be significant impact.

Route 175 is used for commercial shipping and receiving of goods, in particular, for transporting agricultural produce from the various orchards in Lake County. The CHP has reported peaks in large truck volumes in the months of August and September due to the pear and walnut harvest in the Lakeport and Kelseyville areas. This is also the time of year when the bulk of citizen complaints is received concerning automobile and large truck conflicts. Some of these transport vehicles would be affected with the proposed restriction. While utilizing alternate routes could affect shipping times and cost for those vehicles affected by the restriction, the number of vehicles potentially affected is not substantial, thus, this impact is not considered to be significant.

The Ukiah Unified School District in Mendocino County no longer provides direct school bus service for students living on the Hopland Grade. Bus service was discontinued in 1991 after the school van was involved in a sideswipe accident caused by a tractor/trailer rig crossing over the center line. Currently there is a pickup point at postmile 5.40 for students that live between postmile 5.40 and the County line at postmile 9.85.

In Lake County, school bus service on Route 175 is only provided from the junction of Routes 175 and 29 west for one and a half miles to Matthews Road. Matthews Road (at postmile 6.83) is the pickup and delivery point for students that live west of postmile 6.83 to the county line at postmile 0.00.

Currently, no transit operators service this portion of SR-175.

CONSULTATION AND COORDINATION

The following agencies and/or individuals were consulted regarding the proposed 4+ axle vehicle restriction on SR-175.

- Mr. Kim Seidler, Lake Co. Community Development Director
- Richard Knoll, City of Lakeport Community Development Director
- Mendocino County Board of Supervisors
- Lake County Board of Supervisors
- California Highway Patrol
- Ukiah Unified School District
- Lakeport Transportation Office (authority providing school bus service)
- Caltrans District 1
- Mendocino Council of Governments (MCOG)
- Lake County/Cities Area Planning Council (LC/CAPC)

DETERMINATION

On the basis of this evaluation, it has been determined that the appropriate environmental document for the proposed project is a Negative Declaration.

BOARD OF SUPERVISORS
LAKE COUNTY, CAL

EXHIBITS

A. Map of proposed limits of restriction

B. Tractor/ Semi-Trailer Terminology

C. Alternate Routes to Route 175

D. Environmental Significance Checklist

TABLES

1. Summary Vehicle Count for SR-175 during July 1-5, 1994.

REFERENCES

"Truck Study Report" December 22, 1993 Prepared by Caltrans District 1 Traffic Operations Branch.

"Truck Restrictions - Overview of Existing Authority and Procedures Pertaining to Truck Restrictions" Draft February 1994 Prepared by Caltrans Office of Permits and Truck Studies.

LIST OF PREPARERS

The Initial Study for this proposal was written based on input provided by the staff of various branches within the Caltrans District 1 Office in Eureka. The following is a list of those individuals:

Craig Olofson, Associate Environmental Planner
Jim Graham, Chief, Traffic Operations & Electrical Branch
Russ Lee, Traffic Operations/Truck Studies
Deborah Harmon, Chief, Environmental Management Office
Cheryl Willis, Chief, Planning Division

EXHIBIT A

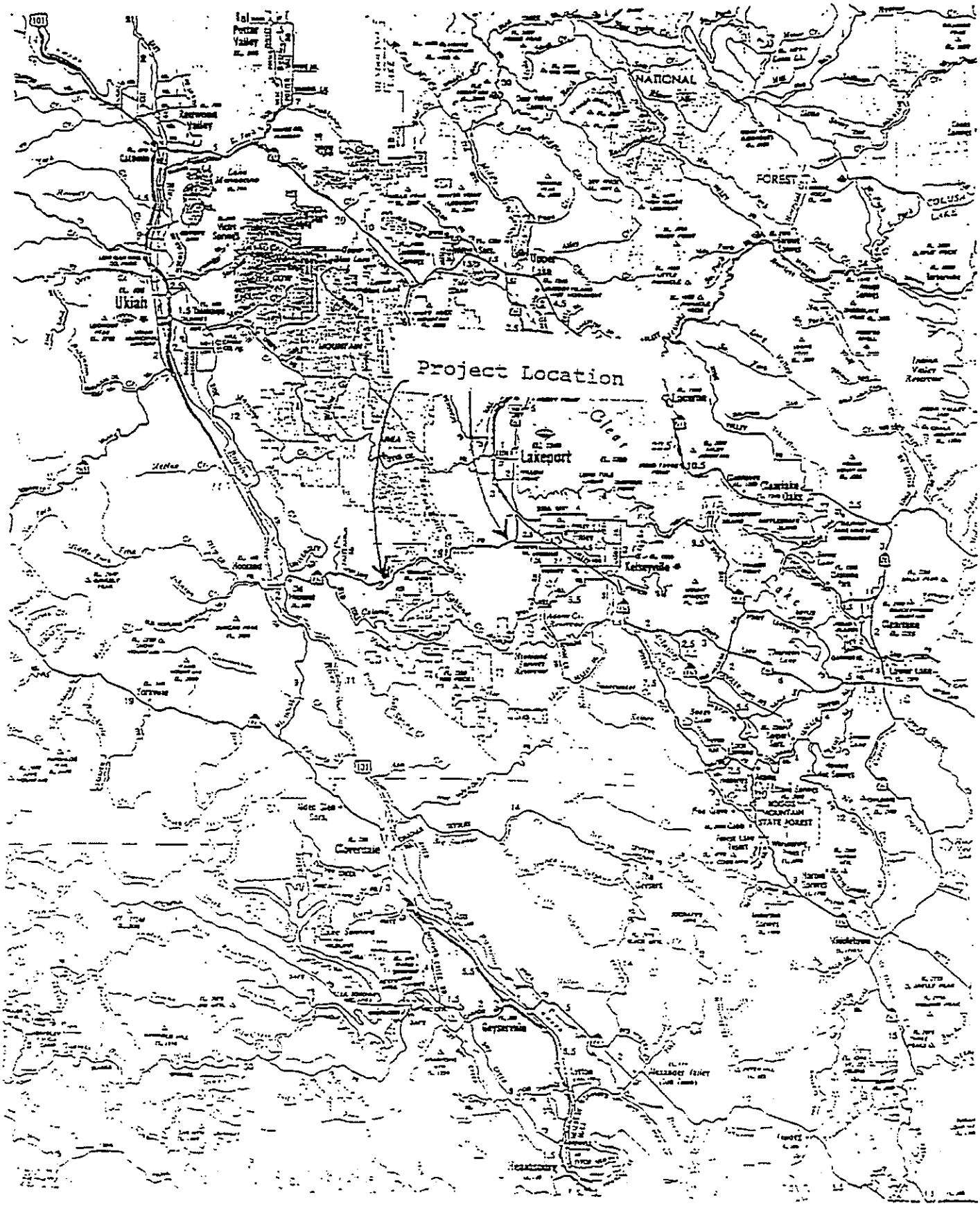

Project Location
Ukiah
Lakeport
Clear
Lake
Kelseyville
Upper Lake
Calistoga
Cloverdale
Geyserville
Healdsburg
NATIONAL
FOREST
COLUSA
LAKE
MOUNTAIN
STATE FOREST
Potter Valley
Redwood Valley
Talmage
Ukiah
Hopland
Cobb
Middletown
Lower Lake
Finley
Kelseyville
Lakeport
Clearlake
Cloverdale
Geyserville
Healdsburg
Alexander Valley
Yoakeytown
Yorkville
Boonville
Philo
Navarro
Elk
Mendocino
Fort Bragg
Willits
Laytonville
Leggett
Garberville
Redway
Piercy
Weott
Scotia
Rio Dell
Ferndale
Eureka
Arcata
Blue Lake
Korbel
Orick
Trinidad
Hoopa
Willow Creek
Orleans
Somes Bar
Forbes
Ruth
Zenia
Carlotta
Alderpoint
Dos Rios
Covelo

EXHIBIT B

TERMINOLOGY

TRACTOR / SEMITRAILER TERMINOLOGY

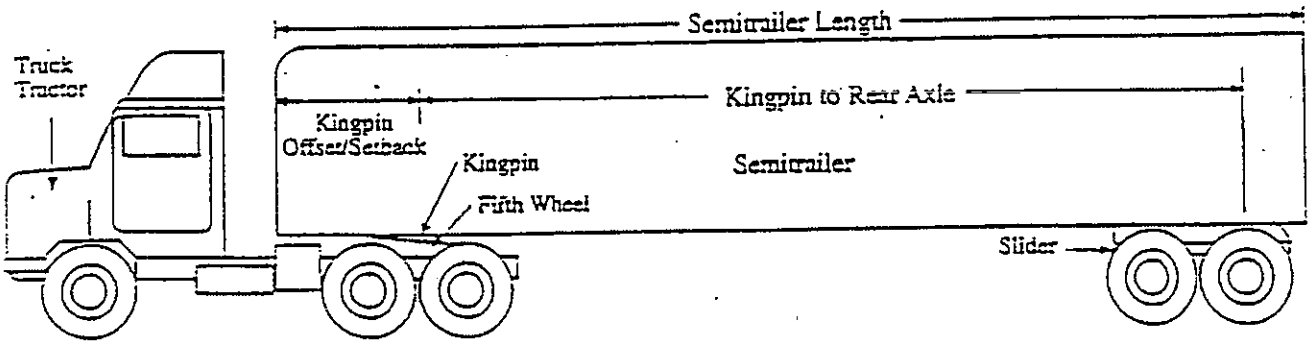
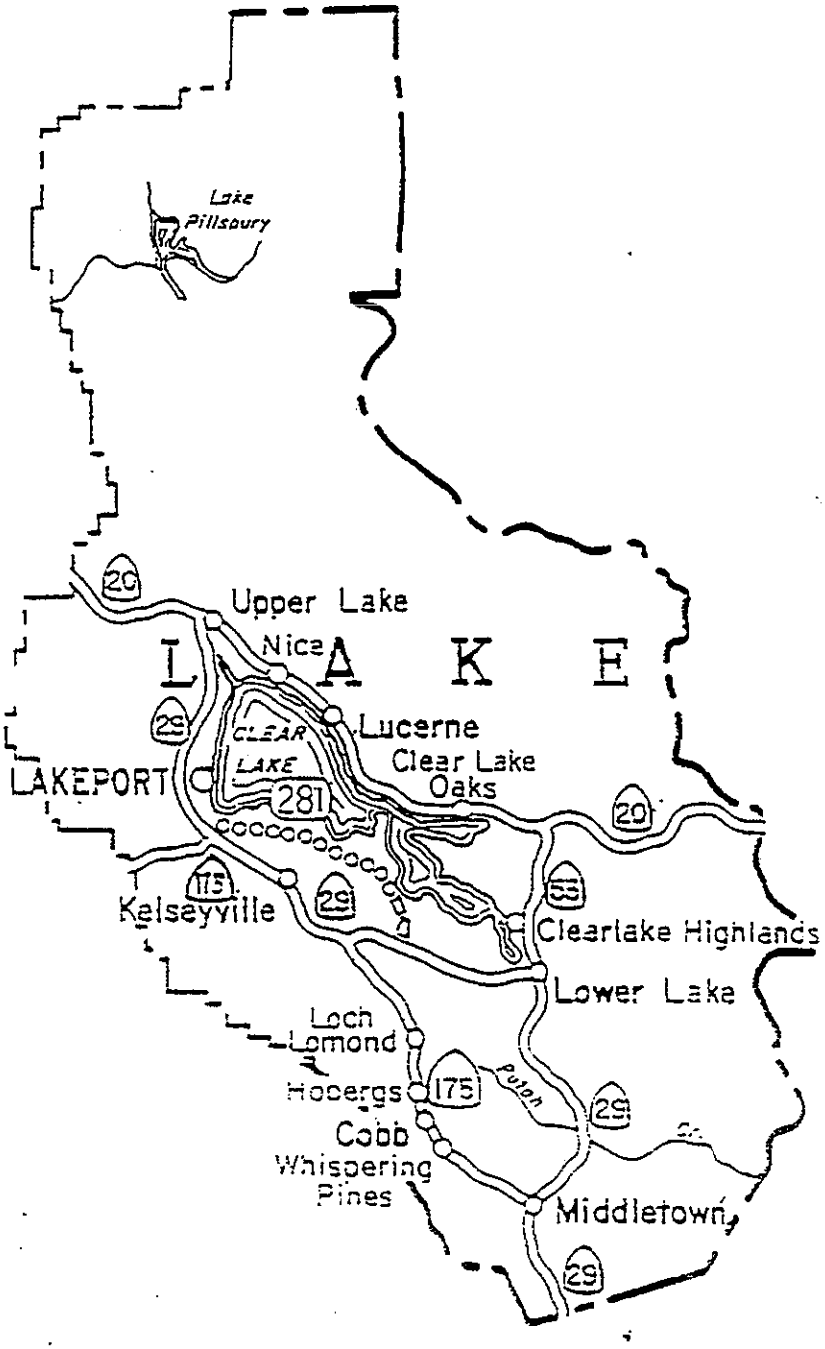


EXHIBIT C

ALTERNATE ROUTES TO SR 175



SCALE IN MILES

5 0 10 20

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the seciton following the checklist.

PHYSICAL—Will the proposal either directly or indirectly:	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
1. Appreciably change the topography or ground surface relief features?	NO	
2. Destroy, cover, or modify any unique geologic, paleontologic, or physical features?	NO	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO	
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	NO	
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO	
6. Result in an increase in the rate of use of any natural resource?	NO	
7. Result in the substantial depletion of any nonrenewable resource?	NO	
8. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?	NO	
9. Modify the channel of a river or stream or the bed of the ocean or any inlet or lake?	NO	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO	
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO	
12. Result in the use of water in large amounts or in a wasteful manner?	NO	
13. Affect wetlands or riparian vegetation?	NO	
14. Violate or be inconsistent with Federal, State, or local water quality standards?	NO	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	NO	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO	
17. Result in the creation of objectionable odors?	NO	
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	NO	
19. Result in an increase in noise levels or vibration for adjoining areas?	NO	
20. Result in any Federal, State, or local noise criteria being equal or exceeded?	NO	
21. Produce new light, glare, or shadows?	NO	

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

BIOLOGICAL—Will the proposal result in (either directly or indirectly):	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	NO	—
23. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	NO	
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO	
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique, or other farmland of State or local importance?	NO	
26. Removal or deterioration of existing fish or wildlife habitat?	NO	
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO	
29. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO	
SOCIAL AND ECONOMIC—Will the proposal directly or indirectly:		
30. Cause disruption of orderly planned development?	NO	
31. Be inconsistent with any elements of adopted community plans, policies or goals?	NO	
32. Be inconsistent with a Coastal Zone Mangement Plan?	NO	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	NO	
34. Affect life-styles, or neighborhood character or stability?	NO	
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	YES X	NO
36. Divide or disrupt an established community?	NO	
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	NO	
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES X	NO
39. Affect property values or the local tax base?	NO	
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	NO	
41. Affect public utilities, or police, fire, emergency or other public services?	NO	
42. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	YES X	NO

ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Cont.)

	YES OR NO	IF YES, IS IT SIGNIFICANT? YES OR NO
43. Generate additional traffic?	NO	
44. Affect or be affected by existing parking facilities or result in demand for new parking?	NO	
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	NO	
46. Result in alterations to waterborne, rail or air traffic?	NO	
47. Support large commercial or residential development?	NO	
48. Affect a significant archaeological or historic site, structure, object, or building?	NO	
49. Affect wild or scenic rivers or natural landmarks?	NO	
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO	
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	NO	
52. Result in the use of any publicly-owned land from a park, recreation area, or wildlife and waterfowl refuge?	NO	

MANDATORY FINDINGS OF SIGNIFICANCE

53. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	NO	
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short- term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO	
55. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	NO	
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	NO	

TABLE 1

SUMMARY

TRUCK AND RV SURVEY-01 MEN, LAK-175-MEN 5.40/LAK R8.19

HOURS: FROM 0600 TO 2100 STARTING JULY 1, 1994 AND ENDING JULY 5, 1994

TYPE OF VEHICLE	VEHICLE NUMBERS		TOTAL	PERCENT
	WB	EB		
CARS, PICKUPS, VANS, ETC..	2660	2927	5587	93.77%
CARS, PICKUPS, VANS, ETC. W/TRAILER				
BOAT TRAILER				
1-AXLE	42	49	91	1.53%
2-AXLE	15	20	35	0.59%
RV TRAILER				
1-AXLE	4	8	12	0.20%
2-AXLE	1		1	0.02%
UTILITY TRAILER				
1-AXLE	15	15	30	0.50%
2-AXLE	3	5	8	0.13%
HORSE TRAILER				
2-AXLE	5	2	7	0.12%
TRUCKS, LARGE 2-AXLE, VANS, FLATBEDS	31	31	62	1.04%
TRACTOR/TRAILER				
3-AXLE	1		1	0.02%
4-AXLE+		1	1	0.02%
MOTORHOME, SMALL (24' OR LESS)	3	10	13	0.22%
MOTORHOME, SMALL W/TRAILER				
1-AXLE		3	3	0.05%
MOTORHOME, LARGE (OVER 24')	5	3	8	0.13%
MOTORCYCLE	52	49	101	1.70%
BICYCLE	5	7	12	0.20%
TOTALS	2842	3130	5958	100.00%

Note: Of the 5,958 vehicles counted, 52 or 0.87% would have been impacted had there been a 4 axle + restriction in effect during the times of the survey.

ATTACHMENT #3

Caltrans 175 Initial Study

List of Agencies/Persons Contacted/Notified

1. Lake County Agricultural Commissioner
2. Mendocino County Agricultural Commissioner
3. Caltrans
4. Lake County Department of Public Works
5. Mendocino County Department of Public Works
6. California Highway Patrol - Ukiah and Kelseyville Offices
7. Mendocino Council of Governments
8. Lake County/City Area Planning Council
9. Lake County Traffic Advisory Committee
10. City of Lakeport
11. All property owners (145) within 700 feet of both sides of highway, both counties.
12. California Trucking Association

TRUCK RESTRICTION REPORT CHECKLIST

Approval of restriction requests is contingent upon a complete identification and documentation of impacts on highway safety, structural integrity, environment and operational efficiency. Some items may not apply. This checklist is a guide only.

I. COVER

_____ The document cover clearly states the Caltrans District, County, Route and postmile limits of the proposal. Any proposed local ordinance or resolution number should also be placed on the cover.

II. PROPOSAL STATEMENT

_____ The proposed restriction and references to specific codes, regulations and any local ordinances or resolutions are clearly presented in the proposal statement. If exemptions to general rules apply; cite appropriate statutory law or regulations.

III. JUSTIFICATION FOR THE PROPOSAL

Justification depends on rationale: safety, hazardous materials, bridge weight limit, construction zones, seasonal operation, etc.

_____ Analyses of present and future safety, operational (capacity, geometrics) and/or structural adequacy supporting the restriction. A description of existing versus proposed conditions. Include supporting data tables, maps and/or photographs.

_____ List of alternatives considered, e.g. truck advisory, restriction of 39-foot vehicles, or restriction of all trucks over a certain gross weight. Statement of the proposed restriction selected.

_____ Analysis of environmental considerations for the restriction proposal with an explanation of impacts and mitigation measures.

_____ Existing and future land use plans.

_____ Analysis of the impact on interstate and intrastate commerce. Analysis of the economic impact on communities, shippers and trucking companies due to increased travel distances.

_____ Analysis and recommendations of any alternative routes that can safely accommodate any California legal commercial motor vehicles and serve the proposed restriction area.

_____ Evidence of consultation with the local or adjoining state governments affected by the proposed restriction.

_____ Results of any public hearings.

IV. APPENDICES

_____ Copies of any draft local restriction ordinances or resolutions.

_____ Copies of any supportive correspondence or documents for the restriction.

_____ Minutes of public hearings (audio or videocassette tape).

VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336]

(Division 11 enacted by Stats. 1959, Ch. 3.)

CHAPTER 1. Obedience to and Effect of Traffic Laws [21000 - 21282]

(Chapter 1 enacted by Stats. 1959, Ch. 3.)

ARTICLE 3. Local Regulation [21100 - 21117]

(Article 3 enacted by Stats. 1959, Ch. 3.)

21101.

Local authorities, for those highways under their jurisdiction, may adopt rules and regulations by ordinance or resolution on the following matters:

(a) Closing any highway to vehicular traffic when, in the opinion of the legislative body having jurisdiction, the highway is either of the following:

(1) No longer needed for vehicular traffic.

(2) The closure is in the interests of public safety and all of the following conditions and requirements are met:

(A) The street proposed for closure is located in a county with a population of 6,000,000 or more.

(B) The street has an unsafe volume of traffic and a significant incidence of crime.

(C) The affected local authority conducts a public hearing on the proposed street closure.

(D) Notice of the hearing is provided to residents and owners of property adjacent to the street proposed for closure.

(E) The local authority makes a finding that closure of the street likely would result in a reduced rate of crime.

(b) Designating any highway as a through highway and requiring that all vehicles observe official traffic control devices before entering or crossing the highway or designating any intersection as a stop intersection and requiring all vehicles to stop at one or more entrances to the intersection.

(c) Prohibiting the use of particular highways by certain vehicles, except as otherwise provided by the Public Utilities Commission pursuant to Article 2 (commencing with Section 1031) of Chapter 5 of Part 1 of Division 1 of the Public Utilities Code.

(d) Closing particular streets during regular school hours for the purpose of conducting automobile driver training programs in the secondary schools and colleges of this state.

(e) Temporarily closing a portion of any street for celebrations, parades, local special events, and other purposes when, in the opinion of local authorities having jurisdiction or a public officer or employee that the local authority designates by

resolution, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing.

(f) Prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan adopted pursuant to Article 6 (commencing with Section 65350) of Chapter 3 of Division 1 of Title 7 of the Government Code. The rules and regulations authorized by this subdivision shall be consistent with the responsibility of local government to provide for the health and safety of its citizens.

VEHICLE CODE - VEH

DIVISION 15. SIZE, WEIGHT, AND LOAD [35000 - 35796]
(Division 15 enacted by Stats. 1959, Ch. 3.)

CHAPTER 5. Weight [35550 - 35796]
(Chapter 5 enacted by Stats. 1959, Ch. 3.)

ARTICLE 4. Local Authorities [35700 - 35722]
(Article 4 enacted by Stats. 1959, Ch. 3.)

35701.

(a) Any city, or county for a residence district, may, by ordinance, prohibit the use of a street by any commercial vehicle or by any vehicle exceeding a maximum gross weight limit, except with respect to any vehicle which is subject to Sections 1031 to 1036, inclusive, of the Public Utilities Code, and except with respect to vehicles used for the collection and transportation of garbage, rubbish, or refuse using traditionally used routes in San Diego County when the solid waste management plan prepared under Section 66780.1 of the Government Code is amended to designate each traditionally used route used for the purpose of transporting garbage, rubbish, or refuse which intersects with a local or regional arterial circulation route contained within a city or county's traffic circulation element and which provides access to a solid waste disposal site.

(b) The ordinance shall not be effective until appropriate signs are erected indicating either the streets affected by the ordinance or the streets not affected, as the local authority determines will best serve to give notice of the ordinance.

(c) No ordinance adopted pursuant to this section after November 10, 1969, shall apply to any state highway which is included in the National System of Interstate and Defense Highways, except an ordinance which has been approved by a two-thirds vote of the California Transportation Commission.

(d) The solid waste management plan prepared under Section 66780.1 of the Government Code by San Diego County may designate the traditionally used routes.

(e) "Traditionally used route," for purposes of this section, means any street used for a period of one year or more as access to or from a solid waste disposal site.

VEHICLE CODE - VEH

DIVISION 15. SIZE, WEIGHT, AND LOAD [35000 - 35796]
(Division 15 enacted by Stats. 1959, Ch. 3.)

CHAPTER 5. Weight [35550 - 35796]
(Chapter 5 enacted by Stats. 1959, Ch. 3.)

ARTICLE 4. Local Authorities [35700 - 35722]
(Article 4 enacted by Stats. 1959, Ch. 3.)

35702.
No ordinance proposed under Section 35701 is effective with respect to any highway which is not under the exclusive jurisdiction of the local authority enacting the ordinance, or, in the case of any state highway, until the ordinance has been submitted by the governing body of the local authority to, and approved in writing by, the Department of Transportation. In submitting a proposed ordinance to the department for approval, the governing body of the local authority shall designate therein, an alternate route for the use of vehicles, which route shall remain unrestricted by any local regulation as to weight limits or types of vehicles so long as the ordinance proposed shall remain in effect. The approval of the proposed ordinance by the Department of Transportation shall constitute an approval by it of the alternate route so designated.

Mono County
Community Development Department

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

Planning Division

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

January 12, 2015

To: Mono County Local Transportation Commission

From: Wendy Sugimura, Mono County Associate Analyst
Terry Erlwein, Caltrans District 9 Engineer

Re: Bridgeport Main Street Revitalization Project Performance Measures

ACTION REQUESTED
Informational only.

BACKGROUND
During August 23-28, 2012, Bridgeport residents were immersed in the Main Street Design Fair to explore the balance between community needs for a vibrant, successful main street and the function of a state highway that efficiently moves goods and vehicles. Led by nationally known walkability expert Dan Burden, a Design Team consisting of the Local Government Commission, a traffic engineer, and a design-and-architecture firm provided education, best practices, and technical expertise to facilitate the development of community consensus and direction on a Main Street Revitalization Plan to improve pedestrian and motorist safety, support economic vitality, and enhance the community.

Community participation throughout the workshops was excellent, with 41 people at the opening workshop, 19 at the walking audit and design session, and an impressive 78 at the closing presentation. Dan Burden, who has conducted these workshops in over 2,500 communities in all 50 states, claimed this was among the best participation rate he has seen, especially by main street business owners. In addition, focus groups were held to capture specific concerns of public safety entities, Caltrans, County public works staff, Main Street residents and businesses, and the Latino community.

Following the Design Fair, local outreach by Bridgeport Valley Regional Planning Advisory Committee (BVRPAC) members built further consensus on the location of back-in angle parking, the Design Team finalized a conceptual striping plan supported by the BVRPAC, and Caltrans refined and engineered the striping plan for final deployment. The new street design with more parking, bike lanes, and fewer travel lanes was in place by the end of October 2012, just eight short weeks after the Design Fair. The rapid implementation was an impressive display of interagency and community cooperation, and how things can "get done" through a complete and collaborative planning process.

Following the striping and in cooperation with Caltrans, the BVRPAC stenciled "BACK-IN ONLY" on the curb faces of parking stalls in response to a high number of incorrectly parked vehicles. Since then, the incorrectly parked car has been fairly rare.

DISCUSSION
At the last LTC meeting, information about "performance measures" for the Bridgeport Main Street project was requested. The standard performance measures for roadways have been primarily based on vehicle traffic speeds and delay, which the LTC has consistently suggested leave out important livability factors, including walking, bicycling, and community/economic vibrancy and health. "Multi-modal" performance

measures that address these factors are under development at the national and state level (e.g., revisions to CEQA[1]), and are expected to become the norm in the future. At this time, however, no measures are standardized or established.

Standardized performance data based on Level of Service (LOS) provide the following information:

Measure	Data/Information
Average traffic speeds	A November 2013 speed survey indicates no significant change. Consistent with state law, the 30 mph speed limit is based on the 85th percentile of traffic speed. However, anecdotal information from the community indicates an increase in comfort, especially when crossing the road, now that Main Street is no longer being used as a passing lane.
Accident rates	*Two-Year Period Prior to Project:* Six collisions were recorded during the two-year study period with one injury collision and no fatality collisions. The single injury collision resulted in two injuries. All other recorded collisions were property damage only (PDO). *Two-Year Period After Project:* Three collisions were recorded during the two-year study period, all of which were property damage only (PDO).
Parking convenience and affordability	The project increased the amount of available on-street parking from less than 38 spaces to approximately 48[2] between Bridge and School streets, and maintained free parking. Since stenciling the curb faces, no written complaints about back-in parking have been received by the Community Development Department.
Average congestion delay	Not applicable.

Therefore, no change has occurred to quantifiable average traffic speeds. Accident data indicate a 50% reduction in total accidents and a 100% reduction in injury accidents. (Note a single accident can dramatically change those figures.) Improvements include an increase in parking by roughly 25%, the elimination of Main Street as a legal passing opportunity, and increased comfort when crossing the street.

According to the Walkable and Livable Communities Institute, which was co-founded by Dan Burden, the new push for multi-modal and livability performance measures is complex. The Institute identified 22 different potential measurements (along with the LOS measures above; see attachment #1), many of which are difficult to quantify because of the size and location of Bridgeport, and the resources that would be needed to generate the data. The following data available for Bridgeport are largely anecdotal, yet still provides meaningful information:

- **Private realm improvements:** Two building façade upgrades have been completed. One upgrade was directly based on a project rendering, and the other was strongly influenced by the project and received ideas and input from the Design Team.
- **Public realm improvements:** The County Service Area (CSA) funded additional pedestrian furniture (flower planters, benches and trash cans) and hanging flower baskets for School Street Plaza. A local resident maintained the flower baskets. The intent is to secure a landscaping encroachment permit in the future and move the furniture to the sidewalk in front of the Courthouse.

[1] California Environmental Quality Act.

[2] Pre-project data are from a Scenic Byway inventory of parking spaces and likely over estimates as “partial” parking spaces were summed for a total number (e.g., a curb face with enough room for 0.68 parking spaces was simply added to the total, even though a vehicle can’t park there). Post-project data are estimated from Google Earth imagery by counting parking stalls.

The permit will also allow business owners to place flowers outside their businesses to enliven the streetscape.

- **Real estate activity:** One real estate purchase was positively influenced by the project, and another inquiry was made, at least in part, due to the street changes. Another inquiry encouraged further implementation of the Main Street project.
- **Project serving as a model:** The Bridgeport project has been used in complete street presentations nationally and internationally, including Mexico, Bolivia, and Alaska. The project has been featured in Caltrans Sustainable Transportation classes, and the former Caltrans District 9 Director presented the project to other Directors. The Project for Public Spaces, an organization dedicated to "placemaking," features the Bridgeport project as a case study for "rightsizing" streets (see attachment #2). The Tahoe Regional Planning Agency (TRPA) also contacted Mono County to learn about the innovative public process, partnership, and design.
- **Walking and bicycling:** Pre-project pedestrian and bicyclist counts do not exist. However, general observation indicates the bike lanes are being used.
- **Future projects & potential for future investment:** Caltrans and the County are continuing to partner on implementation, and submitted an Active Transportation Program (ATP) application that included the completion of sidewalk segments, a permanent curb extension (bulb-out) at School Street with pedestrian-activated crossing lights, removable curb extensions at Sinclair Street and a mid-street pedestrian refuge at the Jolly Kone crosswalk, and pedestrian-scale solar street lights. The application just missed being funded given the statewide completion of this program. In addition, the Community Service Area (CSA) is funding the design and engineering of a banner system across the highway, similar to the banner system in Minden, NV.
- **Community participation:** The ATP application scored full marks for public participation, and one reviewer commented, "This is one of the best public engagement/participation processes described by any of the applicants!" Ultimately, the project would not have been viable without community consensus and the support of individual community champions. A related measure in the political spectrum is community satisfaction. It is harder to define, and seems most easily measured by a lack of complaints. This project has not only been complaint-free since the curb faces were stenciled, but has actually received praise as noted above in the "serving as a model" discussion. In addition, the Chamber of Commerce presented plaques of appreciation to project staff, including Terry Erlwein (Caltrans District 9 Engineer) and Wendy Sugimura.

The Bridgeport Main Street project is achieving the goals and policies set forth in the Livable Communities section of the Mono County Regional Transportation Plan, and the Caltrans Complete Streets publications. The community appears to be positive about the project, motivated to continue implementation, and is investing community funds through the CSA. Progress appears to have been made with other indicators such as real estate activity, and public and private realm improvements. Caltrans and County staff have established a positive, productive working relationship and are continuing to explore new design possibilities and funding opportunities. The project is not yet complete, but the results to date appear positive.

This report has been reviewed and approved by the Local Transportation Commission Executive Director. Please contact Wendy Sugimura with any questions at 760.924.1814 or wsugimura@mono.ca.gov.

ATTACHMENTS

- Email from Robert Ping (Technical Assistance Program Manager, Walkable and Livable Communities Institute), dated December 16, 2014
- Project for Public Spaces: Small Community of Bridgeport Rightsized their Main Street in Record Time

Wendy Sugimura

From: Wendy Sugimura
Sent: Monday, January 05, 2015 9:04 PM
To: Wendy Sugimura
Subject: FW: Bridgeport Main Street Report

From: Robert Ping [robert@walklive.org]
Sent: Tuesday, December 16, 2014 9:27 AM
To: Wendy Sugimura
Cc: Kelly Morphy
Subject: Re: Bridgeport Main Street Report

Hi Wendy,

Your Local Transportation Commission may have several possible motives, including the need to report numbers to the feds (FHWA). But the good news is that 'multi-modal' performance measures will become the norm in the near future for transportation, thanks to advocacy efforts nationwide, and recent federal support for this.

Unfortunately, past performance measures have only been mostly automobile speed and efficiency, at the expense of other livability factors, such as walking and bicycling, including:

- Roadway Level-of-Service (LOS), which is an indicator of vehicle traffic speeds and congestion delay at a particular stretch of roadway or intersection.
    - Average traffic speeds.
    - Average congestion delay, measured annually per capita.
    - Parking convenience and affordability (low price).
- Crash rates per vehicle-mile.

The new push is for multi-modal and livability measures, which gets complex, including the list below. Any of these measures you can get data for would be helpful to measure elements other than just those that affect automobile use:

- *Accessibility* (ability to reach desired goods, services and activities), including the travel time and costs required by various users to reach activities and destinations such as work, education, public services and recreation

- *Land Use Density and Mix* - Number of job opportunities and commercial services within 30-minute travel distance of residents.

- *Children's accessibility* - Portion of children who can walk or bicycle to Schools, shops and parks from their homes.

- *Commute speed* - Average commute travel time and Congestion delay.

- *Transport diversity* - Variety and quality of transport Options available in a community.

- *Mode share* - Portion of travel made by walking, cycling, rideshare, public transit and telework.

- *Streetscape Quality* – The quality of travel by various modes, plus impacts on local businesses and residents (Livability)

- *Transit service quality* – Public transit service quality, including coverage (portion of households and jobs within 5-minute walking distance of 15-minute transit service), service frequency, comfort (portion of trips in which passenger can sit and portion of transit stops with shelters), affordability (fares as a portion of minimum wage income), information availability, and safety (injuries per billion passenger-miles)

- *Consumer Transport Costs* and *Affordability* - Portion of household expenditures devoted to transport, including vehicle expenses, fares, residential parking costs, and taxes devoted to transport; particularly by people who are economically, socially and physically disadvantaged.

- *Facility costs* - Per capita expenditures on roads, traffic services and parking facilities (Transport Costs).

- *Freight and commercial transport efficiency* – Speed, quality and affordability of freight and commercial transport.

- *Market Efficiency* - Degree to which transport systems reflect market principles such as prices that reflect full costs and neutral tax policies.

- *Planning Practices* - Degree to which transport institutions reflect Least-cost planning and investment practices. Higher is better.

- *User Evaluation* – Overall user satisfaction with their transportation system.

- *Planning process* - Range of impacts and options considered in the planning process, and quality of public involvement.

- *Health and fitness* - Portion of population that regularly uses active transport modes (walking and cycling).

- *Community Livability* - Degree to which transport activities increase community livability (local environmental quality).

- *Basic Mobility and Access* – Quality of transport to access socially valuable activities such as medical services, education, employment and essential shopping, particularly for disadvantaged populations.

- *Equity* - Degree to which transport policies reflect equity objectives.

- *Multi-Modal Level-of-Service Indicators* evaluate the quality of various transport modes from a users perspective. This helps create a more neutral planning decisions compared with current practices which apply roadway LOS ratings but no comparable indictors for other modes.

- *Energy Consumption and Pollution Emissions* – the amount of transportation energy used and pollutants emitted.

- *Habitat protection* - Preservation of high-quality wildlife habitat (wetlands, old-growth forests, etc.) from loss due to transport facilities and development (Land Use Evaluation). Higher is better.

Table 1 **Examples of Performance Indicators for Various Modes**

Mode	Service Quality	Outcomes	Cost Efficiency
Walking	Sidewalk/path supply Pedestrian LOS Crosswalk conditions	Pedestrian mode split Avg. annual walk distance Pedestrian crash rates	Cost per sidewalk-km Cost per walk-km Cost per capita
Cycling	Bike path and lane supply Cycling LOS Path conditions	Bicycle mode split Avg. annual cycle distance Cyclist crash rates	Cost per path-km Cost per cycle-km Cost per capita
Automobile	Roadway supply Roadway pavement condition Roadway LOS Parking availability	Avg. auto trip travel time Vehicle energy consumption and pollution emissions Motor vehicle crash rates	Cost per lane-km Cost per vehicle-km User cost per capita External cost per capita
Public transit	Transit supply Transit LOS Transit stop and station quality Fare affordability	Transit mode split Per capita transit travel Avg. transit trip travel time Transit crash and assault rates	User cost per pass.-km User cost per capita Subsidy per capita
Taxi	Taxi supply Average response time	Taxi use Taxi crash and assault rates	Cost per taxi-trip External costs
Multi-modal	Transport system integration Accessibility from homes to common destinations User survey results	Total transportation costs Total average commute time Total crash casualty rates	Total cost passenger-km Total cost per capita External cost per capita
Aviation	Airport supply Air travel service frequency Air travel reliability	Air travel use Air travel crash rates	Cost per trip External costs Airport subsidies
Rail	Rail line supply Rail service speed and reliability	Rail mode split Rail traffic volumes Rail crash rates	Cost per rail-km Cost per tonne-km External costs
Marine	Marine service supply Marine service speed and reliability	Marine mode split Marine traffic volumes Marine accident rates	Cost per tonne-km Subsidies External costs

This table illustrates various types of performance indicators.

Small Community of Bridgeport Rightsized Street in Record Time

Bridgeport, CA
5 → 3 Lanes + Parking, Bike, and Pedestrian Improvements

Bridgeport, California is a community of 575 residents in Mono County, California, and rightsized their Main Street, US 395, in record time to support local businesses and encourage safer transportation. Main Street/US 395 used to expand from 2 to 5 lanes as it entered Bridgeport and then returned to 2 lanes after several blocks. Rightsizing reduced Main Street to 3 lanes in Bridgeport.

Bridge

Bridgeport is situated in the Eastern Sierra Nevada Mountains, near numerous tourist attractions, including Yosemite National Park, Mono Lake, hunting, fishing, and winter sports, and Bodie, a historic ghost town. Bridgeport itself is a tourist attraction, with historic buildings, restaurants and hotels situated along Main Street/US 395.

The rightsizing project was the result of a series of public workshops in August 2012, which were well attended, and were funded by a California Department of Transportation (CalTrans) Community-Based Transportation Planning Grant. In the workshops, the public overwhelmingly supported reducing the street from five to three lanes to improve the safety and sense of place of their main street for both residents and tourists. They replaced passing lanes with additional parking, bicycle infrastructure, and easier pedestrian crossings. Like many rightsizing projects, this was a restriping plan that took advantage of an existing plan to repave the street.

Public Workshop was Integral to the Project's Success (Photo courtesy of Local Government Commission)

RIGHTSIZING SUMMARY

- Two lanes converted to other uses.
- Bike lanes added.
- Angled back-in parking replaced simple parallel parking, allowing for more street parking to support Main Street

businesses.

- Two-way left hand turn lane was maintained.

OUTCOMES

- 9 week period from the first public meeting to installation!
- Design aims to create a sense of place, and to make motor vehicle, pedestrian, and bicycle transportation safer, improve economic opportunity, serve tourist travelers, and enhance downtown's historic character.

Main Street Rightsized (Photo courtesy of Mono County)

CONTEXT

- This project was a collaborative effort and was supported by the involvement of the community and the Chamber of Commerce. A CalTrans Community-Based Transportation Planning Grant enabled work by Mono County and the Local Government Commission, along with the Walkable and Livable Communities Institute, Nelson\Nygaard Consulting Associates, Inc., and Opticos Design.
- The next phase of this project will build off the street improvements to support business development in Bridgeport. Possible additions include colorizing the two way left-hand turn lane, adding trees and landscaping, adding neckdowns (also known as curb extensions), and façade improvements.

LINKS

Bridgeport Main Street Revitalization at the Mono County Site

MORE RIGHTSIZING CASE STUDIES AND RESOURCES

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Author: Seth Ullman

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SEARCH

t-together as a holiday reunion
nories.

Photo submitted

making process.

The public hearing was originally scheduled for Dec. 2. However, it was cancelled

those two board members can legally vote on the project.

See HEARING ▶ Page A-3

Tesla investing in Lone Pine

Car manufacturer spending $100K-plus to install charging station

By Mike Gervais
Register Staff

Construction of a Tesla electric vehicle supercharger is underway at the Lone Pine Film History Museum.

The $100,000 to $175,000 supercharging facility is being installed by Tesla at no charge to the museum and is expected to attract more visitors to the community of Lone Pine.

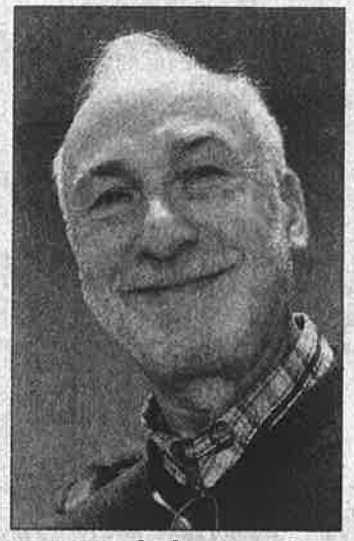
According to Museum CEO Bob Sigman, Tesla approached the museum this past July (after being turned down by the City of Bishop) asking if it could construct the supercharging facility in the museum parking lot.

Sigman said the proposal "seemed perfect for us as an opportunity to be a stopping point for, I believe, over 7,500 Tesla owners in Southern California as they head up 395."

Sigman said the charging facility also has the potential to "expose new travelers to the community and for the museum to attract new visitors."

Tesla is an American car company founded in 2003 to build long-distance electric vehicles. The first model, the Tesla roadster, hit the market in 2008. Today, the company says it produces more than 20,000 vehicles a year.

The cars can travel about 265 miles on a single charge. The supercharging station currently under construction



Bob Sigman, Lone Pine Film History Museum Director

at the Film History Museum can charge a Tesla battery in about 30 minutes.

The idea, Sigman said, is that Tesla owners will spend that half-hour visiting the museum and other sites in Lone Pine, including gift shops and restaurants.

The Inyo County Planning Department filed a notice of exemption on Nov. 24, advising the public that it is considering a variance that will allow Tesla to exceed the six-foot height limit and build an eight-and-a-half-foot tall enclosure to house the electrical equipment. The Planning Department said the project is exempt from the California Environmental Quality Act because it is a "minor alteration to land ... which does not result in changes in land-use density."

Sigman said he and Brian Webb, a museum board member and the museum's architect, provided design input on the supercharging facility to ensure that it is aesthetically compatible with the museum.

"Tesla had numerous meetings with LADWP and Inyo County engineers toward finalizing the traditional Tesla charging station design that was adapted to complement our museum and landscape architecture and of course the needed permits for them to move forward," Sigman said. "I have had calls and emails from about a dozen Tesla owners either thanking us for the installation or wanting to know when will it be open."

The facility in Lone Pine will include four charging stations/parking spaces in the museum parking lot.

Tesla has said that it expects rapid growth in the coming years. In July it announced that it would be releasing its patents and share its battery technology with other auto manufacturers.

That move, Tesla CEO Elon Musk said in July, was designed to increase production and demand for electric vehicles - and the charging stations necessary to keep them moving.

The company also announced this year its plans to construct a megafactory in Reno that will manufacture batteries for some 500,000 vehicles by 2017.

In June of this year, Tesla approached the City of Bishop with a proposal to construct a supercharging station on city-owned property in downtown Bishop.

Ultimately, city attorneys recommended that Bishop

See TELSA ▶ Page A-3

ing
uard

TELSA

Continued from front page

reject the proposal, which they said placed all liability for the facility on the city.

Sigman said no such liability issues existed in the proposal presented to the museum.

"The museum is fully indemnified by Tesla," Sigman said.

Much has changed for the company since June, but City Administrator Jim Tatum said the company has not approached the city with a new offer.

> *"The museum is fully indemnified by Tesla."*
>
> – Bob Sigman, Lone Pine Film History Museum Director

HEARING

Continued from front page

"Out of an abundance of caution, the county cancelled the meeting and rescheduled the hearing to allow time for the FPPC to provide a legal opinion," a press release from the county states.

Last Friday, Kemp-Williams was contacted by an FPPC representative who indicated that FPPC's due date for providing the county with a ruling is Jan. 12.

Based on this information, Kemp-Williams advised the county to wait for that ruling before holding the hearing.

Kemp-Williams explained that, without a ruling from the FPPC, each member of the Board of Supervisors will need to make an individual decision about his ability to participate in the vote.

If more than two supervisors declare a conflict and recuse themselves from the decision-making process, in order to ensure a quorum of the board exists to make the legally required decision, those supervisors declaring a conflict would have to draw straws to determine which of the disqualified supervisors will be selected to create a quorum to participate in the decision despite their declared conflict. The same process will be employed if the FPPC rules that three or more supervisors cannot vote in the process. As a matter of law, if only three members of the Board of Supervisors – a quorum – are available to vote on a decision, then the decision must be unanimously approved by all three supervisors.

Kevin Carunchio, CAO, Inyo County

Supervisors are able to vote on the Adventure Trails project, it will require a unanimous vote, instead of a majority vote," said County Administrator Kevin Carunchio. "There is an overriding need to use every opportunity to ensure that each member of Board of Supervisors has the best possible information on which to determine their ability to participate in the decision making process and maintain the integrity of the Adventure Trails project."

Carunchio acknowledged that nobody was pleased with the need to cancel the Dec. 2 meeting, and some people did not agree with the decision to schedule the hearing on Dec. 30.

He also recognizes that there may be others who may not be happy with the need to