

# Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
[commdev@mono.ca.gov](mailto:commdev@mono.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## AGENDA

September 14, 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 July 13, 2015 *(no August meeting)*
4. **COMMISSIONER REPORTS**
5. **ADMINISTRATION**
  - A. Regional Transportation Improvement Program (RTIP) *Gerry Le Francois:* Discuss & provide any desired direction to staff
6. **LOCAL TRANSPORTATION**
  - A. Regional Transportation Plan (RTP) update & Draft Environmental Impact Report (DEIR) *Gerry Le Francois & Wendy Sugimura:* Conduct review & provide any desired direction to staff
  - B. Excellence in Transportation award for Bridgeport Main Street
7. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA) update
  - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
  - A. Mono shoulder projects
  - B. Report activities in Mono County & provide pertinent statewide information
9. **INFORMATIONAL**
  - A. Road repairs on to-do list
  - B. Olancho/Cartago public hearing
  - C. Federal surface transportation reauthorization
10. **UPCOMING AGENDA ITEMS**
11. **ADJOURN to October 12, 2015, a holiday. Reschedule or cancel.**

**\*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).

# Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800 phone, 924.1801 fax  
[commdev@mono.ca.gov](mailto:commdev@mono.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
760.932.5420 phone, 932.5431 fax  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## DRAFT MINUTES

July 13, 2015

---

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

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

**COUNTY STAFF:** Scott Burns, Garrett Higerd, Gerry Le Francois, Megan Mahaffey, C.D. Ritter

**TOWN STAFF:** Grady Dutton

**CALTRANS:** Ryan Dermody, Brent Green, David Bloom

**ESTA:** John Helm

---

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:04 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MINUTES:**

**MOTION:** Approve minutes of June 8, 2015, as amended: Item 4C: Stump comment: ~~Keep insertion from Memo.~~ (Richardson/Johnston. Ayes: 3. Abstain: Wentworth. Absent: Fesko, Hogan.)

4. **ADMINISTRATION**

A. **Regional Surface Transportation Project (RSTP):** Megan Mahaffey requested RSTP funding from last fiscal year, got contract, met with entities. Projects: Environmental Impact Report for Regional Transportation Plan; and Public Works striping and signage. Dutton: Software issues, maintenance work.

**MOTION:** Authorize executive director's signature on RSTP. (Richardson/Johnston. Ayes: 4. Absent: Fesko, Hogan.)

5. **COMMISSIONER REPORTS:** **Johnston:** Met with Green at Caltrans in Bishop. **Wentworth:** New commission seats: Jo Bacon to ESTA, Wentworth replaced her at LTC. **Richardson:** Met with Green at Caltrans, got acronym list. **Stump:** Broken ESTA bus stop in Chalfant. Water event Thursday night, Caltrans lateral ditches parallel highway; if not cleaned, issues occur. Commended Grady Dutton on Convict Lake Road. With concurrence of LTC, prepare resolution of appreciation to Jo Bacon.

6. **LOCAL TRANSPORTATION**

A. **Eastern California Transportation Planning Partnership MOU:** Gerry Le Francois stated draft fund estimate due for release this week potentially impacts MOU projects going forward. 395/14 improvement projects: CA funds 40%, county of origin 40%, other two counties 10% each. N. Mojave was first big project, Olancho/Cartago getting ready, also Freeman Gulch segments 1 and 2. Money to Black Rock and Manzanar. Lots of money south, regionalism. Eastern California Transportation Planners Partnership (ECTPP) met two weeks ago. No construction dollars to Freeman segment 2, allocated extra funds earlier. Issue is identifying construction money and/or Kern COG paying back additional 20% loaned by Inyo and Mono in future projects. Freeman on hiatus unless construction dollars programmed. Current fiscal 2015-16 demand about \$560 million, capacity to allocate is \$430,000. Projects will be delayed. District

9 working with headquarters on Interregional Transportation Improvement Program (ITIP). What if 2016 STIP is 0? Draft due Wednesday. Averaged six, but as many as 10 in good year.

Johnston: Zero for us or whole state? Le Francois: State has ITIP. Planning and environmental clearance to four-lane. Rurals suffer more. Not look good. Kern COG priority is Greater Bakersfield. SR 14 not highest priority. So, wait to see fund estimate. If no additional money goes to Kern COG, Freeman is not a priority. Johnston: Passing lanes eligible for ITIP?

Dermody: Freeman segment 1 is funded. Le Francois: Can't move forward on components till have full financial plan. Richardson: Deborah Hess talked about China Lake. Dermody: Will look at Defense Access funding. Le Francois: 10% of \$34 million. Past commissioner worried about equity and payback. Strict accounting? No. Always been generous with STIP shares, a lot of mileage. If \$6 million all on local roads, not approve RTIP.

Richardson: Will Kern COG repay on Freeman 1 and 2? Other projects? Le Francois: Inyokern started, but put on hold. Dermody: Original project shifted to passing lanes. Things up and down, back up in couple years, eventually get four lanes.

Le Francois: Feel good about High Point, as Caltrans did not use STIP shares. Johnston: Laying groundwork for future. Roads in Mono in good shape except for Conway. Shoulder widening, etc.

Stump: SR 178 tied into segments 1 or 2? Could shares from earlier STIP cycles be pulled back? Successful argument for countywide preventive maintenance. Occurring concurrently with HUTA (Highway Users Tax Account), so double whammied.

Le Francois: Will verify when 20% extra was added. Unprogrammed share balance, money in reserve. Will send draft Wednesday. Stump: Leaving segment 2 shares sitting there is bargaining point to get something in 2016 cycle. Already committed, need to continue with own planning and improvements. Le Francois: Take money off table? Who else runs for exits? Inyo on hook for 40% for Olancho/Cartago. Stump: In for long haul, how about joining us? Johnston: Projects in sequence, eventually get funded. CTC hasn't scrutinized local projects as much. Mono has best roads in state, cooperating with other agencies. Dutton: Working regionally is appreciated by CTC. Not "I/me/mine." Johnston: Shining model!

Le Francois: RTIP due Dec. 15 at headquarters. Know in November what CA will spend its money on. Usually adopt ITIP same time as RTIPs from 58 counties.

Johnston to Green: Same exercise of looking at programming future projects. Green: District 5 eliminated projects. District 9 made no commitment to move any projects out. Headquarters is in same exercise with all districts. Special session with governor. No new capacity in STIP for allocating additional projects. \$130 million in hole, not out for four to five years. Constant cycle. Awaiting fund estimate. Allocation plan may not happen. Leaving money there is good idea. Looks like 30% of shares are tied up. Headquarters loves partnering in MOUs. For much smaller counties, adds credibility if ask for extras. Segment 2: If no construction funding, sell it back.

Green: Federal Highway Administration (FHWA) document signed for Olancho/Cartago, culmination of four years of work. Anticipate public comment might not take as long. Dermody: 60-day review. Suggest BOS, LTC, and Town write comment letters. Stump: Get Inyo's comments first before jumping in. Not sugar coat from our end. Green: Comment start not set yet.

## 7. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** John Helm noted short-range consultant updating, public outreach Thursday, board update Friday, done later in fall. Operations: Summer started strong, awaiting MMSA Reds shuttle, ridership in June up 10%, busy Fourth. Began third Lakes Basin trolley, directly to Horseshoe Lake every 15 minutes, 30-min turnaround. Continue Saturdays to address demand.

Town Council approved late-night trolley till 2 a.m. Summer business has grown, warranted more hours. California Transportation Commission approved additional trolley. Working with vendors. Arrange purchase for delivery prior to next summer.

Wentworth: Speed issues on Lakes Basin path. Advise people what to expect. Bikes on downhill. Counters on path to get data? Issue with electric bikes: appropriate? USFS said no power bikes on trails.

Johnston: New Mammoth Express had negative comments about return trip. Anyone asking how it's working, how riders feel about it? Catching Reno bus means sketchy departure time, more inconvenient.

Helm: Open dialog with regular commuters. Least opportune time to launch service. On-time performance in summer worse due to road construction, much worse than winter weather delays. It will get better, but not immediately. Doesn't make sense to add another bus. Low ridership on 7 p.m. bus. Stump: Backup plan in case bus malfunctions? Helm: Well positioned to respond, fleet of vehicles and drivers. Watching on computer, in phone contact; if significant delay, schedule additional driver/bus from here. Stump: Users could expect vehicle? Helm: Yes.

**B. Yosemite Area Regional Transportation System (YARTS):** Scott Burns presented photos of Dick Whittington's recognition by Yosemite Superintendent Neubacher. Annual YARTS meeting July 27, Authority Advisory Committee. Last meeting allocated \$5,000 to YARTS, Mariposa \$55,000, Merced considering bumping up also. Five-year budget exercise this month, looking long term. Ridership survey later this month. Wentworth: Ridership numbers? Burns: Later.

Stump: Complaints on SR 120 road work. Word on Madera opposition? Burns: Losing voice a bit. Johnston: Hard to fight something when it's good. Stump: Oakhurst wants YARTS to stop, but Madera does not want it.

## 8. CALTRANS

**A. Freeman Gulch widening project:** See item 6A.

**B. California high-speed rail (HSR):** Brent Green presented background. HSR was separate entity earlier, but reorganized under same umbrella as Caltrans. Secretary. Kelly identified HSR as #1 priority. When first started, skeptical. One of business models is consultant work as opposed to state work. Made sense, yet held HSR back; fewer agents. Grabbed some of Caltrans members. HSR fighting same learning curve as Caltrans. HSR agents have to call in for more money, return to property owner. Main problem is property acquisition. Go to DPW board, appraisal to various entities whereas Caltrans takes straight to LTC. No legislative authority like Caltrans, so need legislation. Have started projects. Green contacted HSR office, but got no information; representative would be willing to come out. First phase near Fresno. Statewide connectivity in future plans for HSR.

Wentworth: Opportunities to connect, like YARTS? How integrate into it? Stump: Palmdale, ESTA bus or Sacramento/Reno. Dermody: Southern portion through Tehachapi. Dutton: Set up video conference. Johnston: Bulk of work in Central Valley. Green: Proposal to Las Vegas, lots BLM land. Nothing recent. Stump: Took planning in college, talked about San Francisco/San Diego.

**C. Activities in Mono County & pertinent statewide information:** Ryan Dermody highlighted shoulder-widening projects on US 395 and US 6, south of White Mountain Estates project, adjacent to subdivision; three shoulder projects combined into one large project. White Mountain Phase II developer has applied for shoulder turn-pocket mitigation.

Higerd: Developer moving forward on improvements; bonding for some, hopefully not this one. Dermody: Caltrans would not pay for turn pocket, as it's development mitigation.

Richardson: Portable sign at rockfall (north of Lee Vining) works well.

Stump: Speed limit through Chalfant? Seniors, kids cross highway with 60-mph speeds. Flashing signs help.

## 9. QUARTERLY REPORTS

**A. Town of Mammoth Lakes:** Grady Dutton noted Saturday bus coverage. Extended trolley hours. Electric bikes illegal on bike path. Different classes of bike trails.

Wentworth: Met with Caltrans on striping of Minaret Road, SR 203, etc.

Dermody: Significant concern about airport fence, deer roaming around highway. Maybe install something on other side of highway. Caltrans is conducting a wildlife study this year to look at Crowley Lake-to-SR 203 segment.

Stump: Rock Creek and Convict Lake bikes fast on downhill. USFS and Town had regulatory issues.

**B. Mono County:** Garrett Higerd presented oral report. Under construction: June Lake Streets, paving. Convict Lake Road: Coordination with USFS. Oct. 9 last contract day. Rock Creek Road: Longer closures last week till lightning arrived. Back to 30-min maximum delays up and down. Preventative maintenance: Staff started, will complete fresh update for State Transportation Improvement Program (STIP) cycle. Airport Road programmed 2018-19. Key tie-in to environmental work, animal movement, bike lanes. Other projects: Safety improvement. High benefit/cost ratio, so not well positioned to compete. Work with Dutton on FAA projects. Mono airports now unclassified. Restricts projects available for FAA funding.

Johnston: In Lee Vining, street trees, vines on fence on east side toward visitor center. Caltrans and Mono versions vary. Irrigation line in sidewalk. Mono yard coming along well.

Higerd: Trees hit on weekend by accident. Stump: Trees staff cost intensive. Looks nice, but need risk vs. game analysis. Occupying more time and money than they should. Looking at financial crunch, dealing with trees takes away from other things

C. **Caltrans:** Ryan Dermody noted some projects were missing. Focus on shoulder-widening efforts. Many alignments are on riparian and wetland habitats, which will need increased environmental review.

10. **INFORMATIONAL**

A. **Mammoth Express grant**

B. **Nevada "electric highway:** Nevada is taking advantage of Tesla operation. Maybe tie into Eastern Sierra. Maybe universal adaptor. Not just supercharger, but also slower so anyone can use it. Tesla installed chargers in Mojave, Lone Pine, park-and-ride in Mammoth. Overall plan is electric highways across country. Who talks to Tesla? Caltrans talked about Mojave. Stump: Have Tesla presentation. Dutton: Here last week at park-and-ride. Could Caltrans invite Tesla?

C. **District 8 bicycle access lanes**

D. **Senate Bill 16 support letters**

E. **Senate Bill 321 support letter**

11. **UPCOMING AGENDA ITEMS:** 1) No mandatory action items; 2) ESTA quarterly; 3) Jo Bacon resolution; 4) widenings on US 6; 5) Tesla. Maybe cancel Aug. 10 meeting and meet Sept. 14?

12. **ADJOURN** at 11:05 a.m. to August 10, 2015

*Prepared by C.D. Ritter, LTC secretary*

# Mono County Local Transportation Commission

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

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

## LTC Staff Report

September 14, 2015

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

**SUBJECT:** 2016 Regional Transportation Improvement Program (RTIP) Fund Estimate and timeline

### RECOMMENDATIONS:

Discuss and provide direction to staff on the 2016 RTIP and State Transportation Improvement Program (STIP) and timeline.

### FISCAL IMPLICATIONS:

The RTIP and STIP funds local and regional transportation projects in Mono County.

### ENVIRONMENTAL COMPLIANCE:

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

### RTP / RTIP CONSISTENCY:

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

### DISCUSSION:

The STIP occurs every two years and provides a new five-year funding cycle for transportation projects in Mono County and the other 57 counties. The fund estimate was adopted by the California Transportation Commission last month. New capacity or additional funding is at the end of the 2016 cycle in fiscal year 2020-21, which is the good news. The bad news is approximately \$1 billion in currently programmed projects (2014 STIP) will need to be reprogrammed for fiscal years 2016-17 through 2019-20.

Time line for 2016 STIP	Date
CTC adopts Fund Estimate	August, 2015
Caltrans identifies State highway needs	September 15, 2013
Caltrans submits draft ITIP (Interregional Transportation Improvement Program)	October 15, 2015
CTC ITIP hearing, South	November 4, 2015
Mono County submits adopted Regional Transportation Improvement Program (RTIP)	December 15, 2015
Caltrans submit final ITIP	December 15, 2015
CTC South State hearing – LTC commissioner usually attends	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC adopts STIP	March 16-17, 2016

### ATTACHMENTS:

- 2016 Fund Estimate – Executive Summary for the CTC
- 2015 STIP Shares



# Proposed 2016 STIP and Aeronautics Account Fund Estimates

Presented to the  
California Transportation Commission

# Proposed 2016 STIP Fund Estimate Capacity

## Estimated Program Capacity Available, All Funds Fund Estimate Five-Year Period (\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>2016 FE SHOPP Target Capacity</b>	<b>\$2,300</b>	<b>\$2,300</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,500</b>	<b>\$12,000</b>	<b>\$14,300</b>
2014 SHOPP Program <sup>1</sup>	2,507	2,440	2,440	0	0	0	4,880	7,387
<b>Net Difference</b>	<b>(\$207)</b>	<b>(\$140)</b>	<b>(\$40)</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,500</b>	<b>\$7,120</b>	<b>\$6,913</b>
<b>Cumulative Difference</b>	<b>(\$207)</b>	<b>(\$347)</b>	<b>(\$387)</b>	<b>\$2,013</b>	<b>\$4,413</b>	<b>\$6,913</b>		
							<b>5-Year Total</b>	<b>6-Year Total</b>
<b>2016 FE STIP Target Capacity</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>		
SHA Program Capacity	\$328	\$365	\$380	\$430	\$500	\$500	\$2,175	\$2,503
PTA Program Capacity	50	40	40	40	40	40	200	250
<b>Total 2016 FE STIP Target Capacity</b>	<b>\$378</b>	<b>\$405</b>	<b>\$420</b>	<b>\$470</b>	<b>\$540</b>	<b>\$540</b>	<b>\$2,375</b>	<b>\$2,753</b>
2014 STIP Program <sup>2</sup>	554	798	682	673	0	0	2,152	2,707
<b>Net Difference</b>	<b>(\$176)</b>	<b>(\$393)</b>	<b>(\$262)</b>	<b>(\$203)</b>	<b>\$540</b>	<b>\$540</b>	<b>\$223</b>	<b>\$46</b>
<b>Cumulative Difference</b>	<b>(\$176)</b>	<b>(\$569)</b>	<b>(\$831)</b>	<b>(\$1,034)</b>	<b>(\$494)</b>	<b>\$46</b>		

### Notes:

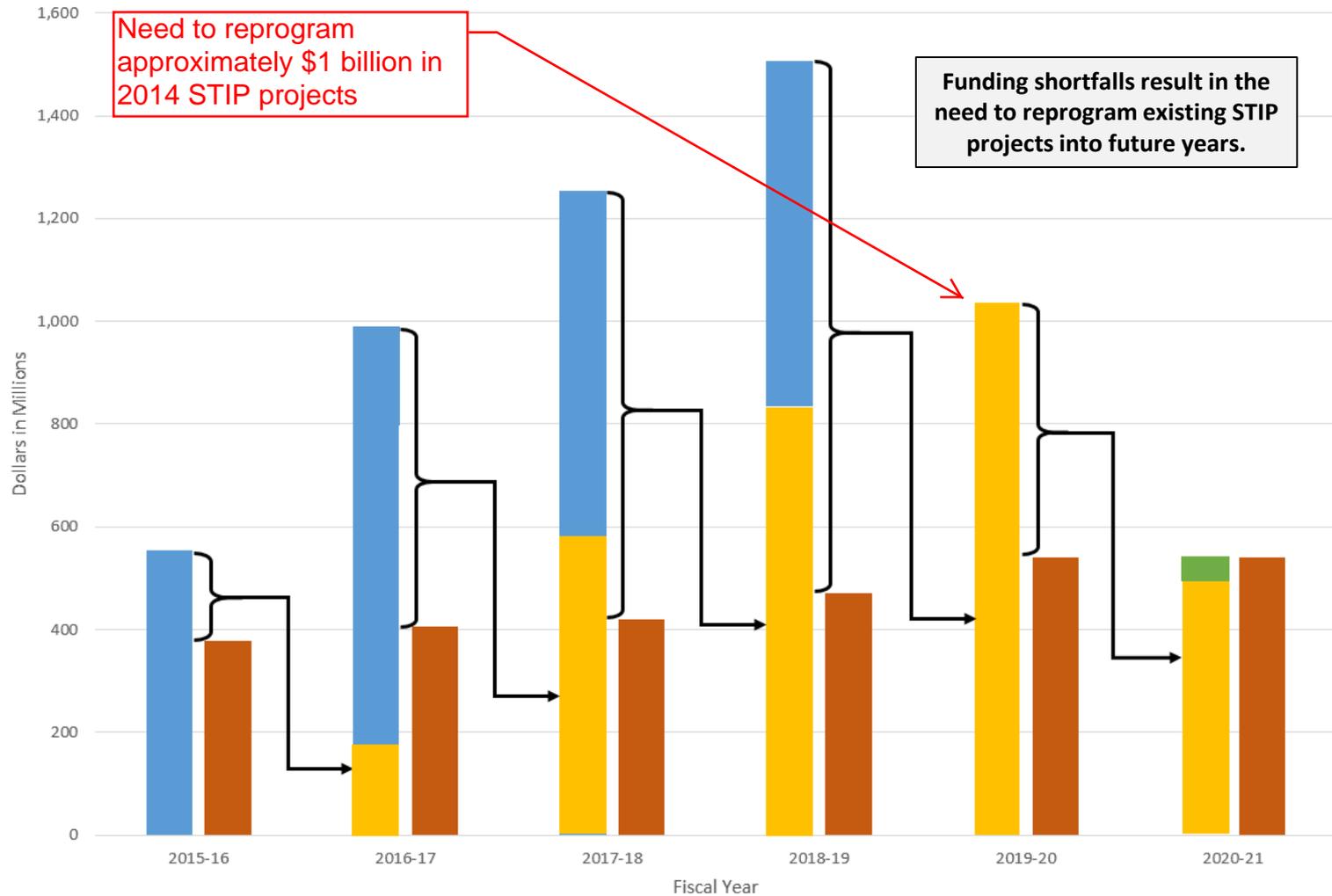
General note: Program capacity includes construction, right-of-way, and capital outlay support.

<sup>1</sup> 2014 SHOPP Program totals from Transportation Programming.

<sup>2</sup> 2014 STIP Program estimates including time extensions and advances as of June 30, 2015 (provided by Commission staff).

- No changes in SHOPP capacity from Draft FE.
- Total new STIP capacity increased by \$17 million from Draft FE.

# STIP Reprogramming Over the Fund Estimate



■ 2014 STIP Programmed Projects  
 ■ 2016 STIP Funding Capacity  
 ■ Reprogrammed Projects  
 ■ New Programming Capacity (\$46 million)

# Changes From Draft 2016 Fund Estimates

- **STIP capacity increased by approximately \$17 million over the five-year FE period.**
  - Result of minor adjustment to 2014 STIP program estimates.
- **Aeronautics Account capacity increased \$500,000 from the Draft FE.**
  - Result of higher actual beginning account balance than projected.

# Transportation Funding Status

## ● Federal Funding

- President signed H.R. 3236, a three month extension, authorizing \$8.1 billion through October 29.
  - Continues funding at the current level
- Discussion continues surrounding long-term bill.
  - Senate and House had worked on bills independently
  - Both houses scheduled to return from recess on September 8

## ● State Special Session on Transportation

- Funding proposals impact excise taxes on fuel, weight fees, loan repayments from the General Fund, and Cap & Trade proceeds.
  - Senate and Assembly are scheduled to begin recess after September 11

# Next Steps

- **Adopt Proposed 2016 STIP FE capacity**
  - Resolution G-15-19.
- **Department will complete publication of 2016 STIP FE book in the next 30 days**
  - No changes to capacity and no material changes to tables if adopted today.
  - Department will work with Commission Staff to finalize book
- **Department will upload 2016 STIP FE book to Commission Liaison website**

# 2015 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2014 (from 2014 Report)	39,334
Less 2013-14 Allocations and closed projects	(5,331)
Less Projects Lapsed, July 1, 2014-June 30, 2015	0
<b>Total County Share, June 30, 2015</b>	<b>34,003</b>

Reprogramming  
for 2016 RTIP?

Mono										Project Totals by Fiscal Year					Project Totals by Component					
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
<b>Highway Projects:</b>																				
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			Oct-14	79	0	79	0	0	0	0	0	0	79	0	0	0	
Mono LTC		2003	Planning, programming, and monitoring			Oct-14	130	0	130	0	0	0	0	0	130	0	0	0	0	
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			Mar-15	584	0	0	584	0	0	0	0	584	0	0	0	0	
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety			May-15	25	0	25	0	0	0	0	0	0	25	0	0	0	
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3			May-15	60	0	60	0	0	0	0	0	0	60	0	0	0	
Caltrans	14	8042A	Kern, Freeman Gulch widening, Seg 1 (RIP 10%)				4,489	250	1,130	0	3,109	0	0	950	2,799	0	250	180	310	
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				3,258	0	0	975	2,283	0	0	1,653	0	0	975	630	0	
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				500	0	0	0	500	0	0	0	500	0	0	0	0	
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				11,705	1,200	1,655	0	0	0	8,850	1,352	8,040	687	513	303	810	
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				2,000	2,000	0	0	0	0	0	0	0	2,000	0	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	0	0	0	
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety				750	0	0	175	575	0	0	125	575	0	50	0	0	
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3				2,090	0	0	2,090	0	0	0	0	2,000	0	90	0	0	
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,610	0	0	0	0	2,610	0	0	2,610	0	0	0	0	
Mono County	loc	2603	Airport Road, rehab				1,273	0	0	0	31	52	1,190	0	1,190	31	52	0	0	
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				1,150	0	0	50	100	1,000	0	0	1,000	50	100	0	0	
Mono LTC		2003	Planning, programming, and monitoring				665	0	0	130	175	180	180	0	665	0	0	0	0	
<b>Subtotal, Highway Projects</b>							31,678	3,760	3,079	4,004	6,773	3,842	10,220	4,080	20,093	3,242	2,030	1,113	1120	
<b>Rail and Transit Projects:</b>																				
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority			Mar-15	200	0	200	0	0	0	0	0	200	0	0	0	0	
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority				200	0	0	200	0	0	0	0	200	0	0	0	0	
<b>Subtotal, Rail &amp; Transit Projects</b>							400	0	200	200	0	0	0	0	400	0	0	0	0	
<b>Total Programmed or Voted since July 1, 2014</b>							32,078													
<b>Balance of STIP County Share, Mono</b>																				
							Total County Share, June 30, 2015	34,003												
							Total Now Programmed or Voted Since July 1, 2014	32,078												
							Unprogrammed Share Balance	1,925												
							Share Balance Advanced or Overdrawn	0												

# Mono County Local Transportation Commission

---

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

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

## Staff Report

September 14, 2015

**TO:** Mono County Local Transportation Commission

**FROM:** Gerry Le Francois, Principal Planner  
Wendy Sugimura, Associate Analyst

**SUBJECT:** 2015 Regional Transportation Plan (RTP) Update and DEIR Workshop

### RECOMMENDATIONS:

Discuss and provide any desired changes to staff for the 2015 Regional Transportation Plan update.

### FISCAL IMPLICATIONS:

The RTP is the primary planning document on transportation issues and priorities for the Mono County LTC and provides the policy framework for funding regional transportation projects. Projects must be in the RTP in order to be programmed in Regional Transportation Improvement Program (RTIP) cycles.

### ENVIRONMENTAL COMPLIANCE:

A Draft Environmental Impact Report (DEIR) covering the RTP as well as Mono County's associated General Plan Update (GPU) was released for public review and comment on July 31, 2015. The comment period closes on September 29, 2015 at 5 pm.

### RTP / RTIP CONSISTENCY:

This RTP update remains consistent with the general direction of the past RTP, and ensures current information, issues, policies, and projects are included.

### DISCUSSION:

The Regional Transportation Plan (RTP) has been discussed several times by the Commission over the past two years and is part of Mono County's General Plan Update, which was released for public review and comment on July 31, 2015 along with the Draft Environmental Impact Report. The Commission has provided RTP language edits in the past, and Regional Planning Advisory Committees (RPACs) throughout Mono County have edited their area policies. While further comments from the Commission on the RTP are being sought, this staff presentation will primarily focus on the integration of the RTP and General Plan, and the DEIR. Therefore, slides 1-18 in the attached presentation are primarily background information and won't be covered in depth unless the Commission has questions. The presentation will essentially start from slide #19 to cover new information.

As part of the General Plan Update, the RTP is also being taken to the County RPACs one more time for input, and outreach meetings in Spanish have been scheduled in Bridgeport, Lee Vining, and Mammoth. The Planning Commission is anticipated to hold a public hearing to make a recommendation to the Mono County Board of Supervisors in November, and a public hearing before the Board to adopt the General Plan and certify the EIR is anticipated for December. The LTC is anticipated to consider adoption at the December 14 meeting. Of special note is the 2016 Regional Transportation Improvement Program (RTIP) cycle requires the RTP be adopted by December 15.

Attachments: 1. 2015 RTP Powerpoint presentation  
2. DEIR Executive Summary

**LOCAL TRANSPORTATION COMMISSION**  
**DRAFT REGIONAL TRANSPORTATION PLAN (RTP)**

**Overview and Purpose of the Regional Transportation Plan**

The purpose of RTPs 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.

- For Mono Co, serves two purposes as required by state law – Regional Transportation Planning Agency (RTPA or LTC) and the Circulation Element of the General Plan
  - With the 2015 General Plan Update, the Circulation Element also includes separate policies on communications and facilities.

1

**LOCAL TRANSPORTATION COMMISSION**  
**DRAFT REGIONAL TRANSPORTATION PLAN (RTP)**

**Overview and Purpose (cont.)**

- RTP provides a clear vision of the regional transportation goals, policies, objectives and strategies.
- Provides an assessment of the current modes of transportation and the potential of new travel options within the region.
- Identifies and documents specific actions necessary to address the region's mobility and accessibility needs.

2

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### RTP Chapter outline

- 1) Planning Process
- 2) Needs Assessment
- 3) Regional Policy Element
- 4) Community Policy Element
- 5) Action Element
- 6) Financial Element



3

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### RTP outline (cont.)

#### Appendices

- Traffic demand
- Scenic Highways
- Potential Projects
- County Road Maps
- Regional Blueprint
- Trails Plan
- Bicycle Plan



4

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Chapter 1: Planning Process - page 93

- Authority & Purpose of Plan
- Coordination with Applicable Plans & Programs
- Public Participation
- Documents Incorporated by Reference



5

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Chapter 2: Needs Assessment - page 99

- Assumptions on population growth, land use, economic factors
- Overview of existing transportation network in TOML and County
- Projected needs in TOML and County



6

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Chapter 3: Regional Policy Element - page 168

- Land use issues
- Economic factors
- Resource Efficiency (GHG p. 171)
- Environmental issues
- Livable communities
- Operational Improvements
- Active & Non-motorized transportation (p.182)
- Transit
- Parking
- Aviation
- Plan Consistency
- Public Participation



7

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Chapter 4: Community Policy Elements - page 191

- Antelope Valley (p. 192)
- Swauger Creek/Devils Gate (no changes)
- Bridgeport Valley
- Bodie Hills (no changes)
- Mono Basin
- Yosemite (LTC changes)
- June Lake
- Mammoth Vicinity/Upper Owens (no changes)
- Long Valley
- Wheeler Crest (no changes)
- Paradise (new - p. 222)
- Tri-Valley
- Oasis (no changes)
- Town of Mammoth Lakes – Mobility Element



8

## RTP: ANTELOPE VALLEY POLICIES

- Develop a main street plan for Walker with enhanced wayfinding
- Develop a common main street theme and design characteristics
- Improve pedestrian and bicycle facilities
- Seek funding for main street with business owners, Caltrans, and the RPAC



9

## RTP: BRIDGEPORT POLICIES



- Safety: shoulder widening, specific intersections, left turn lane for Virginia Lakes, parking, speed reduction/enforcement
- Trails planning, wayfinding, and recreation (including winter), and improve visitor experience (e.g. SR 270)
- Main Street Revitalization: maintain two travel lanes, multi-modal improvements, aesthetic appearances, visitor center, monument signs, Walker River bridge, banner across US 395
- Multi-modal facilities: bike lanes on SR 182 and Twin Lakes Road, pedestrian/bicycle lanes on County roads
- Explore opportunities for combined-use roads (Trails Plan)

10

## RTP: MONO BASIN & YOSEMITE POLICIES



### Mono Basin

- Road system operation and safety improvements
- Complete streets and trails: accommodate bicyclists, pedestrians & equestrians
- Streetscape and Main Street design
- Specific issues: parking, airport opportunities, road shops, transit (YARTS)

### Yosemite

- Relationship to gateway communities, improve visitor experience
- Specific issues: congestion, access, Mono Yosemite Trail, YARTS
- S.R. 120 (Tioga Road): opening/closing, interpretive opportunities, bicycling



## RTP: JUNE LAKE POLICIES



- Road system: improve safety, design, function, capacity, maintenance, aesthetics, environmental protection
- Scenic highway: enhance facilities and visitor assistance, branding
- Connectivity between Rodeo grounds, Village, June Mountain, Down Canyon
- Multi-modal: emphasize travel by foot, bicycle, stock, transit
- Parking: meet demand, required parking for SFR reduced from 3 to 2
- Snow management on roads
- Emphasis on trails – Countywide trails plan & June Lake trails plan
- Specific projects in the RTP appendix, and Bicycle Transportation Plan, and Trails Plan

12

## RTP: LONG VALLEY POLICIES

- Regional trail system, and provide for all users (bicyclists, pedestrians, equestrians)
  - Specific trail segments of interest are noted
  - Within community, use existing trails and pathways for connectivity
  - Explore winter recreation opportunities
  - Lower Rock Creek/US 395 intersection, traffic calming, etc.
- Roadway safety improvements
  - Lower Rock Creek/US 395 intersection, traffic calming, etc.
- Multi-modal circulation system: shoulders for walking, bike lanes, transit



13

## RTP: PARADISE POLICIES

- Focus on pedestrian and bicycling facilities, and overall safety
  - Lower Rock Creek Road bicycle climbing lane
  - Footpaths along Lower Rock Creek Road
  - Rehab projects to consider bike/ped improvements, prioritization of improvements
  - Traffic calming
- Continue to explore improvements to US 395 and Lower Rock Creek Road intersection



14

## RTP: TRI-VALLEY

- Safe and convenient transportation system
  - Blowing dust issues, highway improvement, safety, main street, development related planning issues (e.g., emergency access)
    - Removed landing strip for in Hammil
  - Bike route from Inyo Co. line to SR 120, and Chalfant to Fish Slough
  - Feasibility of rest stops/turnouts
  - Consider scenic highway/byway designation



15

## RTP: TOWN OF MAMMOTH LAKES POLICIES

- Mobility Element



16

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Chapter 5: Action Element - p. 236

- Plan Implementation and Review - Performance Measures - p. 239 (2016 STIP guidelines)
- Active Transportation Program - combine revised & current ped/cycle policies into ATP section



17

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Chapter 6: Financial Element - page 246

- Funding (2016 STIP or lack there of)
- Appendix C - Potential Projects p. 278
- Appendix D - Current Programming & Financing p. 282 & 300



18

## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Appendices F, G, & H - page 246

- F: Mono County Regional Blueprint - p. 314
- G: Trails Plan - p. 321  
Future funding (ATP and/or STIP)
- H: Bicycle Transportation Plan - p. 337  
Future funding (ATP and/or STIP)



19

## RTP/GPU INTEGRATION

- Land Use Planning
  - Blueprint and growth modeling / housing
  - Resource Efficiency Plan
    - Compact communities & contiguous development
    - Improve connectivity and efficiency of resident and employee transportation
    - Evaluate greenhouse gas emissions
- Conservation/Open Space
  - Biological assessment and policy recommendations by Dr. Paulus
  - Provides information on road maintenance projects
  - Stormwater management and drainage
  - Wetlands and riparian areas
  - Wildlife corridors and collisions

20

## DRAFT ENVIRONMENTAL IMPACT REPORT

- Provides for tiering and streamlined processing of future projects
- Potentially significant impacts relating to biological resources, geology, cultural resources, hydrology, recreation, aesthetics, and utilities & public services.



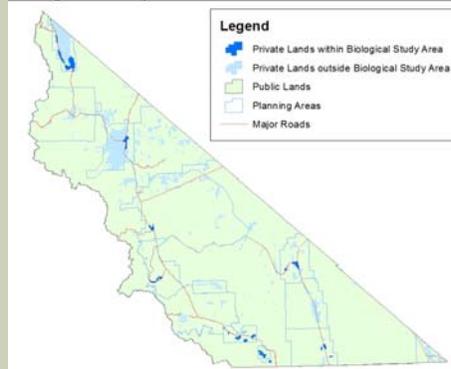
21

## DEIR: BIOLOGICAL ASSESSMENT

### ■ Biological Assessment:

- <http://monocounty.ca.gov/planning/page/rtpgpudeir-technical-studies>
- Covers areas within an adjacent to existing communities
- Includes species and habitats of conservation concern, including mule deer and Bi-State sage grouse
- Provides basis for streamlining

Biological Study Area Overview



22

# DRAFT EIR: BIOLOGICAL ASSESSMENT

Holland name and CDFW classification number	Alliance and primary association names	acres in study area
<b>upland communities</b>		
Big Sagebrush Scrub 35.110.00	Big Sagebrush Shrubland <i>Artemisia tridentata-Atriplex canescens</i>	1.1
Big Sagebrush Scrub 35.110.01	Big Sagebrush Shrubland <i>Artemisia tridentata-Ericameria nauseosa</i>	44
Big Sagebrush Scrub 35.110.13	Big Sagebrush Shrubland <i>Artemisia tridentata-Ephedra nevadensis</i>	492
Rubber Rabbitbrush Scrub 35.310.00	Rubber Rabbitbrush Shrubland <i>Ericameria nauseosa-Artemisia tridentata</i>	64
<b>bottomlands communities</b>		
Willow Riparian Scrub 61.209.00	Sandbar Willow Thicket <i>Salix exigua-Ericameria nauseosa</i>	0.4
Desert Saltbush Scrub 36.370.00	Torrey Saltbush Shrubland <i>Atriplex torreyi-Artemisia tridentata</i>	3.9
Black Greasewood Scrub 36.400.00*	Budsage Shrubland <i>Sarcobatus vermiculatus-Artemisia spinescens</i>	12
Black Greasewood Scrub 36.400.00*	Black Greasewood Shrubland <i>Sarcobatus vermiculatus-Ericameria nauseosa</i>	43
Black Greasewood Scrub 36.400.01	Black Greasewood Shrubland <i>Sarcobatus vermiculatus</i>	64

Scientific Name Common Name (Life Form)	Rank or Status ENFS CNDDB	Flowering Period	Communities Sons Potential for Occurrence	
<i>Chrysothamnus nauseosus</i> Shrubby 3-branched cactus Sagephlegm on rocks	1B.3	...	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Black Greasewood Scrub	
<i>Allium polytrichum</i> var. epithemoides Great Basin onion Subterranean herb	2B.3	5-7	May-June	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Willow Riparian Scrub
<i>Baccharis badifolia</i> Rudbeck Hills rockrose Herbaceous perennial	1B.3	5-7	June-August	Big Sagebrush Scrub Rubber Rabbitbrush Scrub
<i>Amelanchier alnifolia</i> pinpoint rockrose Herbaceous perennial	2B.3	5-5	March-June	Big Sagebrush Scrub Rubber Rabbitbrush Scrub
<i>Chrysothamnus polystachyus</i> Whorled 3-flowered broom Herbaceous herb	2B.2	5-7	April-May	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Black Greasewood Scrub
<i>Chrysothamnus nauseosus</i> and dense upright herb Herbaceous annual	2B.2	5-5	June-July	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Willow Riparian Scrub
<i>Chrysothamnus grahamii</i> globevine rockrose Herbaceous perennial	2B.2	5-5	March-June	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Black Greasewood Scrub

Species	status	Flora ranking	Communities Sons Potential for Occurrence
<b>Amphipods</b>			
<i>Lithobius agilis</i> California island frog	10C	5-7	Willow Riparian Scrub Willow Riparian Scrub Torrey Saltbush Scrub
<b>Reptiles</b>			
<i>Ptychocheilus bicolor</i> Pauropine alligator lizard	10C	5-7	Big Sagebrush Scrub Desert Saltbush Scrub Willow Riparian Scrub Willow Riparian Scrub Torrey Saltbush Scrub
<b>Birds</b>			
<i>Ardea herodias</i> (swamp) Spotted heron	Threatened	5-7	Big Sagebrush Scrub
<b>Mammals</b>			
<i>Antilocapra americana</i> pronghorn	10C	5-7	distributed habitats with buildups
<i>Lepus texianus</i> (southern) western white-tailed jackrabbit	10C	5-7	Big Sagebrush Scrub Willow Riparian Scrub Willow Riparian Scrub
<i>Martes californica</i> western spotted-tailed marten	10C	5-7	distributed habitats with buildups
<b>Reptiles</b>			
<i>Uta stansburiana</i> American lizard	10C	5-7	Big Sagebrush Scrub Great Basin Wood Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Torrey Saltbush Scrub Black Greasewood Scrub Black Greasewood Scrub Black Greasewood Scrub

23

# DRAFT EIR: BIOLOGICAL ASSESSMENT

- Determine plant communities, and sensitive communities, plants and wildlife
- Developer options:
  - Determine presence/absence
  - Assume presence and develop project to fully mitigate impacts
- Benefit: Narrows the study scope and provides detailed information to direct resource studies



24

## DEIR: BIOLOGICAL RESOURCES

- Mule Deer: added policy to reduce wildlife collisions
- Sage grouse
  - Projects with the potential for significant impacts must adopt a statement of overriding consideration
  - Examples of design measures to reduce impacts
  - Review of ministerial permits to reduce impacts
  - Continued collaboration on the Bi-State Action Plan and with the Local Area Working Group
  - Result: Cooperative
  - Focus on sage grouse and mule deer
  - Federally- and state- listed species: defer to agencies
  - Results:
    - Cooperative grant with BLM for up to \$250,000 over 5 years
    - Avoided the listing – for now



25

## DEIR: GREENHOUSE GAS EMISSIONS

- Emissions inventory: Mono County = 0.03% of CA emissions
- Target: 10% reduction from 2005 emission levels and ~38 MW renewable energy generation from geothermal
- Provides a menu of GHG reduction measures that includes
  - CARB compliance for County heavy-duty off-road vehicles
  - Increased transit
  - Increased walkability and connectivity within communities
  - Increased bicycling and trail opportunities

				
Facilities	Public lighting	Vehicle fleet & equipment	Solid waste	Employee travel
<b>Greenhouse Gas Emissions</b>				
1,410 MTCO <sub>2</sub> e	50 MTCO <sub>2</sub> e	1,800 MTCO <sub>2</sub> e	10,230 MTCO <sub>2</sub> e	1,560 MTCO <sub>2</sub> e
<b>Resource Consumption</b>				
Electricity: <b>1,585,200</b> kWh	Electricity: <b>180,400</b> kWh	Fuel: <b>176,490</b> gallons	Landfilled: <b>970</b> Tons	Commuter: <b>2,964,550</b> VMT
Propane: <b>167,830</b> gallons		Refrigerants: <b>10</b> pounds	Methane release: <b>453</b> Tons	Business travel: <b>904,930</b> VMT

26

## DEIR: ALTERNATIVES

1. No Project
2. **Compact Development:** Increase minimum parcel size outside communities, increase density within communities
3. **Proactive Resource and Biological Policy:** More aggressive policies for resource efficiency and biological conservation that were not recommended due to potential infeasibility.
  - EIR recommends vetting through communities
  - Menu structure: Provides ability to pick and choose specific policies for inclusion or vetting



## DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

### Comments/Questions?

- **Adoption:** Part of General Plan Update process and 2016 RTIP process
- **July 2015:** Planning Commission workshop
- **July 31, 2015:** RTP/GPU and Draft EIR released
- **September:** Outreach – communities, LTC, Board of Supervisors
- **September 29 at 5 pm:** Close of DEIR comment period
- **November:** Planning Commission Public Hearing
- **Early December:** Board of Supervisors Public Hearing
- **December 14:** LTC adoption – RTP must be adopted by Dec. 15 for 2016 RTIP cycle

## MONO COUNTY RTP/GENERAL PLAN UPDATE DRAFT EIR



### SECTION 2.0

## EXECUTIVE SUMMARY

---

### 2.0 PURPOSES OF THIS DRAFT EIR

The County of Mono, as Lead Agency, determined that the 2015 *RTP/General Plan Update* is a 'project' as defined in the CEQA Guidelines, and requires the preparation of an EIR. In compliance with CEQA, this Draft EIR has been prepared to analyze the potential environmental effects associated with implementation of the project. The EIR has been prepared to fully inform decision-makers in the county, responsible and trustee agencies, interested organizations and the general public of the potential environmental consequences associated with approval and implementation of the Draft *RTP/General Plan Update*. A detailed description of the proposed project, including the project setting, project components and characteristics, project objectives, discretionary actions, and how the EIR will be used, is provided in EIR §3.0 (Project Description).

### 2.1 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses the full range of potentially significant environmental impacts associated with the proposed *RTP/General Plan Update* that are known to the county, were raised in comments on the Notice of EIR Preparation (NOP) scoping process, or were raised during preparation of the Draft EIR. During the NOP process, three comment letters were received from interested agencies (Lahontan Regional Water Quality Control Board, California Department of Parks and Recreation, and California Department of Transportation). The comments are summarized in EIR §1.0 (Introduction) and provided in EIR Appendix B. Significant effects identified in this EIR include impacts pertaining to biological resources, soils and geology, health and safety hazards, cultural resources, hydrology, recreation, aesthetics, and public services. Although the residents and communities of Mono County hold a wide range of goals for long-range planning (as identified throughout this EIR), the *RTP/General Plan Update* has been a community-based process, and there are no known unresolved issues or areas of controversy at the time of this Draft EIR release for public review.

### 2.2 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives to the project or to the location of the project that would reduce or avoid significant impacts, and that could feasibly accomplish the basic objectives of the proposed project. EIR §6 (Alternatives) identifies two alternatives that were rejected from detailed consideration (one pertaining to water reclamation, and one pertaining to transportation) as well as three alternatives that were analyzed and compared to the project as proposed, including:

- Alternative 1: No Project Alternative. Under Alternative 1, the County would not adopt the Draft *RTP/General Plan Update*. The existing 2001 Mono County *General Plan* (all elements) and the 2008 RTP (with 2013 updates) would continue to be implemented as at present, and no changes or other planning initiatives would occur until subsequent proposals are formulated, evaluated under CEQA, and considered for approval by the Mono County Board of Supervisors and other responsible and trustee agencies.
- Alternative 2: Compact Development Alternative. Both the existing and the proposed *RTP/General Plan Update* reflect a long-standing priority of Mono County to direct growth to existing communities. Opportunities remain

that would enable this goal to be more fully realized. Alternative 2 considers a series of steps that would curtail development outside of community areas through increased minimum acreage requirements for subdivisions, agricultural lands and other similar uses, and through higher development density allocations within defined community boundaries.

- Alternative 3: Proactive Resource and Biological Policy Alternative. During the course of the *RTP/General Plan* update, the county considered a wide range of potential policies for each of the General Plan Elements. The County ultimately recommended policies for each *General Plan Element* based on an assessment of their ability to feasibly achieve the stated project objectives. At the same time, it was recognized that some of the excluded policies had substantial merit, and warranted consideration. Alternative 3 presents and describes policies for resource efficiency and biological conservation that were considered and found meritorious but ultimately not recommended due to potential infeasibility.

EIR §6 provides, in Table 6-2, a comparative analysis of the proposed project and each of the three analyzed project alternatives. The comparison uses a numerical scoring system to assess how each alternative compares to the proposed project in terms of meeting project objectives and avoiding or minimizing potentially significant impacts. Scoring provided in Table 6-2 indicates that No Project Alternative would be least effective at meeting project objectives and least effective at avoiding or reducing significant effects. Alternative 2, the 'compact development alternative,' would be environmentally superior to the proposed project. Alternative 3 would also be environmentally superior to the proposed project, though to a lesser degree than Alternative 2. Alternatives 2 and 3 are not recommended at the present time, however, because the underlying concepts were not presented to the community RPACs for discussion during development of the draft General Plan and were not among the land use scenarios developed by the RPACs for consideration in the current update. This EIR recommends that the county present the concepts underlying Alternatives 2 and 3 for future discussion among RPAC and community planning groups. If the discussions indicate that these changes are broadly supported, it is recommended that the County incorporate the revisions in a future General Plan amendment.

### **2.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

This EIR focuses on the significant environmental effects of the proposed *RTP/General Plan Update*, in accordance with the CEQA Guidelines. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. The environmental impacts of the proposed project, the impact level of significance prior to mitigation, the proposed mitigation measures to mitigate an impact, and the impact level of significance after mitigation are summarized in Table 2-1.

<b>TABLE 2-1: Executive Summary of Project Impacts and Mitigation Measures</b>			
<b>ENVIRONMENTAL IMPACT</b>	<b>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</b>	<b>MITIGATION MEASURES</b>	<b>RESULTING LEVEL OF SIGNIFICANCE</b>
<b>§4.1 LAND USE AND PLANNING</b>			
4.1(a) Physically divide an established community	Less than Significant	Mitigated to the greatest feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.1(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	Mitigated to the greatest feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
<b>§4.2 REGIONAL TRANSPORTATION PLAN AND CIRCULATION</b>			
4.2(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and all relevant components of the circulation system.	Less than Significant	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.2(b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures.	Less than Significant	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.2(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	No Impact	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	No Impact
4.2(d) Result in inadequate emergency access or design hazards.	Less than Significant	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.2(e) Conflict with adopted policies, plans, or programs for public transit, bicycle, parking/pedestrian facilities, or decrease safety or performance of such facilities.	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact

<b>§4.3 AIR QUALITY, CLIMATE CHANGE, GHG EMISSIONS</b>			
4.3(a) Conflicts with or obstructs implementation of the air quality plan or results in a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.3(b) Violates an air quality standard or contributes substantially to an existing or projected air quality violation.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.3(c) Exposes sensitive receptors to substantial pollutant concentrations.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.3(d) Creates objectionable odors affecting a substantial number of people.	Less than Significant	<p>Impacts reduced through RTP/General Plan Policies and Actions. Supplemental recommended mitigations include:</p> <ol style="list-style-type: none"> <li>1. <i>Among the critical next steps for consideration of a biomass facility at Mammoth Mountain garage, it is recommended that the county work with the biomass team to develop a tight management plan for on-site wood chip storage and handling as a way to avoid serious odor problems and spontaneous wood pile combustion.</i></li> <li>2. <i>As one of the critical next steps, it is recommended that the county work with the biomass team to determine the distance and locational relationship between the garage site and nearby residences (or other potentially sensitive uses) with the specific goal of verifying that the distances and conditions (wind, access, noise) are not conducive to future neighborhood complaints about odors.</i></li> </ol>	Less than Significant
4.3(e) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
<b>§4.4 BIOLOGICAL RESOURCES</b>			
4.4(a) Have a substantial adverse effect, directly or through habitat modifications, on a candidate, sensitive, or special status species as identified in local or regional plans, policies, regulations, or by CDFW or USFWS?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable

4.4(b) Have a substantial adverse effect on a riparian habitat or sensitive natural plant community identified in local/regional policies, regulations, by CDFW or USFWS?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(c) Have a substantial adverse effect on federally protected wetlands as per Clean Water Act §404 (marsh, vernal pool, coastal, etc.) through removal, filling, hydrological interruption, other means?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(d) Interfere substantially with the movement of a native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede use of native wildlife nurseries?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(e) Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan?	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact
<b>§4.5. GEOLOGY, SOILS, MINERALS</b>			
4.5(a) Expose people or structures to potential substantial adverse effects involving: i) Rupture of a known Alquist-Priolo earthquake fault as delineated by the State Geologist or based on other substantial evidence? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.5(b) Result in substantial soil erosion or the loss of topsoil?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.5(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, or be located on expansive soil creating substantial risks to life or property?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.5(d) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant

4.5(e) Result in the loss of availability of a known mineral resource or an identified locally important mineral resource that would be of value to the region and to residents of the state of California?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
<b>§4.5. PUBLIC HEALTH &amp; SAFETY, HAZARDS, HAZARDOUS MATERIALS</b>			
4.6(a) Create a hazard to the public or environment through routine transport, use or disposal of hazardous materials, or release of hazardous materials into the environment, including within 1/4 mile of a school?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(b) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to CGC §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(c) Create a safety hazard for people residing or working in an area located in an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport or private airstrip?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(d) Impair implementation of or physically interfere with an adopted emergency response or evacuation plan?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(e) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(f) Expose people or structures to significant risk of avalanche, landslides, destructive storms or winds, rockfall or volcanic activity?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
<b>§4.7. CULTURAL RESOURCES</b>			
4.7(a) Cause a substantial adverse change in the significance of a prehistorical or historical resource?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.7(b) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.7(c) Disturb any human remains or sacred lands, including those interred outside of formal cemeteries?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
<b>§4.8. HYDROLOGY, FLOODING, WATER QUALITY, WATER SUPPLY</b>			

4.8(a) Violate any water quality standards?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.8(b) Violate wastewater treatment or discharge requirements or require new wastewater treatment facilities?	Potentially Significant	Impacts reduced through RTP/General Plan Policies and Actions. Supplemental recommended mitigation includes:  <i>1. It is recommended that the County formalize policies consistent with LRWQCB recommendations for controlling the problems associated with septic systems including (a) reevaluate and update the adequacy of existing local regulations for installation and maintenance of septic systems, including applicable criteria from Basin Plan Appendix C; (b) continue to limit the use of septic systems on small-lot, higher density developments; (c) encourage alternative waste treatment systems; (d) encourage &amp; support funding for wastewater treatment plants in outlying areas where water quality problems and/or population density require wastewater collection and treatment.</i>	Significant and Unavoidable
4.8(c) Have insufficient groundwater or surface water supplies to sustainably serve General Plan land uses from existing entitlements, facilities and resources?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.8(d) Alter existing drainage patterns causing substantial erosion, siltation, flooding, polluted runoff?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.8(e) Place housing or structures in a 100-year flood hazard area as mapped on a Flood Hazard Boundary or Flood Insurance Rate Map or other flood delineation map?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.8(f) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.8(g) Expose people or structures to inundation by seiche, tsunami, or mudflow?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
<b>§4.9. RECREATION</b>			
4.9(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant

physical deterioration of the facility would occur or be accelerated?			
4.9(b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
<b>§4.10. AESTHETICS, LIGHT &amp; GLARE, SCENIC RESOURCES</b>			
4.10(a) Have a substantial adverse effect on a scenic vista or scenic including trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.10(b) Substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.10(c) Create a new source of substantial light or glare that would adversely affect day or nighttime views?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
<b>§4.11. AGRICULTURE, FORESTS, CONSERVATION</b>			
4.11(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, or conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.11(b) Conflict with existing zoning for, or cause rezoning of, forest land or result in the loss of forest land or conversion of forest land to non-forest use?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
<b>§4.12. POPULATION AND HOUSING</b>			
4.12(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact
4.12(b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact
<b>§4.13. PUBLIC SERVICES AND UTILITIES</b>			
4.13(a) Create a need for new or modified governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable

public services: Police protection, Schools, Other public facilities, services and utilities?			
4.13(b) Result in a wasteful, inefficient, and/or unnecessary consumption of energy?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.13(c) Be served by a landfill with insufficient permitted capacity to accommodate the project’s solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
<b>§4.14. NOISE</b>			
4.14(a) Expose persons to or cause a permanent or temporary significant increase in ambient noise levels or result in noise levels exceeding standards set by the general plan or noise ordinance or other applicable standards.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.14(b) Expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.14(c) Expose people residing or working in the project area to excessive noise levels for a project located in an airport land use plan or (where such a plan has not been adopted) within two miles of a public airport or public use airport or a private airstrip.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
<b>OTHER CEQA TOPICS</b>			
Cumulative Impacts on Agriculture associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Aesthetic and Scenic Values associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Biological Resources associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Cultural Resources associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for	To be determined through future EIR

		Walker River Water Transfer Project Proposal.	
Cumulative Impacts on Hydrology and Water Quality associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Land Use and Planning Associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Recreation Associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts associated with Water Reclamation	Potentially Significant and Adverse	No Water Reclamation projects proposed at this time.	To be determined through CEQA analysis when and if proposed.
Cumulative Impacts associated with Landfill Closure	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in EIR for Benton Regional Landfill Closure and Replacement Project.	To be determined through CEQA analysis when replacement site is proposed.

FOR LTC MTG - INFO

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



Serious Drought.  
Help save water!

July 24, 2015

RECEIVED  
AUG 10 2015  
MONO COUNTY  
Community Development

Mr. Scott Burns, Co-Director  
Mono County, Local Transportation Commission  
P.O. Box 347  
Mammoth Lakes, CA 93546

Mr. Grady Dutton, Co-Director  
Mono County, Local Transportation Commission  
P.O. Box 1609  
Mammoth Lakes, CA 93546

Dear Mr. Burns and Mr. Dutton:

The California Department of Transportation (Caltrans) congratulates you and the Mono County Local Transportation Commission on your 2015 Caltrans Excellence in Transportation Award winning project, Bridgeport Main Street Revitalization, in the Highway as a Main Street category.

We received entries from local and public agencies, private contractors, consultants, and Caltrans. Nearly 80 entries from across the State were reviewed by a panel of judges consisting of professional engineers, environmental specialists and transportation planners. A complete list of winners for the 2015 Caltrans Excellence in Transportation Awards is attached.

Caltrans is proud to showcase our work and that of our partners who have worked hard to make these projects a reality, resulting in a lasting benefit to the State of California.

Details pertaining to the presentation of your award are forthcoming; should have any questions, please contact Caroline Moreno at (916) 653-8879.

Sincerely,

  
for MALCOLM DOUGHERTY  
Director

Enclosure

# CALTRANS 2015 EXCELLENCE IN TRANSPORTATION AWARD WINNERS

## **INTERMODAL TRANSPORTATION SYSTEM**

### ***Mira Mesa Direct Access Ramp and Miramar College Transit Station***

- Caltrans District 11
- San Diego Association of Governments
- San Diego Metropolitan Transit System
- City of San Diego

## **THE HIGHWAY (RURAL)**

### ***State Route 46 Whitley 1 Segment***

- Caltrans District 5
- Papich Construction, Inc.
- San Luis Obispo Council of Governments
- Fix 46 Committee

## **THE HIGHWAY (URBAN)**

### ***U.S. 101 Auxiliary Lanes Project***

- Caltrans District 4
- Santa Clara Valley Transportation Authority
- City of Mountain View
- City of Palo Alto

## **MAJOR STRUCTURES**

### ***Caldecott Fourth Bore Tunnel***

- Caltrans District 4
- Metropolitan Transportation Commission
- Contra Costa Transportation Agency
- Alameda County Transportation Commission

## **STEWARDSHIP OF THE ENVIRONMENT**

### ***Butte 70/149/99/191 Highway Improvement Mitigation Project***

- Caltrans District 3
- Butte County Association of Governments
- Restoration Resources

## CALTRANS 2015 EXCELLENCE IN TRANSPORTATION AWARD WINNERS, cont.

### **TRANSPORTATION RELATED FACILITIES**

#### ***Andrade Port of Entry – Quechan Crossing***

- Caltrans District 11
- Quechan Indian Tribe
- U.S. Customs and Border Protection
- Imperial County Transportation Commission

### **TRANSPORTATION SYSTEM OPERATIONS IMPROVEMENTS**

#### ***Eleventh Street / Grant Line Road Roundabout***

- San Joaquin County Department of Public Works
- Jacobs Engineering

### **TRAVELER AND WORKER SAFETY**

#### ***Arboleda Drive Freeway Project***

- Caltrans District 10
- Merced County of Associated Governments
- Merced County
- Teichert Construction

### **COMMUNITY ENHANCEMENT**

#### ***Castro Streetscape Improvement Projects***

- San Francisco Department of Public Works
- San Francisco Planning Department
- San Francisco Metropolitan Transportation Agency
- Ghilotti Brothers Construction, Inc.

### **MAINTENANCE – OPERATIONS OR EQUIPMENT**

#### ***State Route 27/ Topanga Canyon Boulevard Vegetation Management Plan***

- Caltrans District 7, Division of Environmental Planning
- Office of Senator Fran Pavley
- Caltrans District 7, Division of Public Affairs
- Caltrans District 7, Division of Maintenance

## CALTRANS 2015 EXCELLENCE IN TRANSPORTATION AWARD WINNERS, cont.

### **HIGHWAY AS A MAIN STREET**

#### ***Bridgeport Main Street Revitalization***

- Mono County Local Transportation Commission
- Caltrans District 9
- Local Government Commission
- Bridgeport Valley Regional Planning Advisory Committee

### **TRANSPORTATION INNOVATIONS TO IMPROVE MOBILITY ACROSS CALIFORNIA**

#### ***North Red Bluff Long Life Pavement Project***

- Caltrans District 2
- Tullis, Inc.
- University of California Research Center

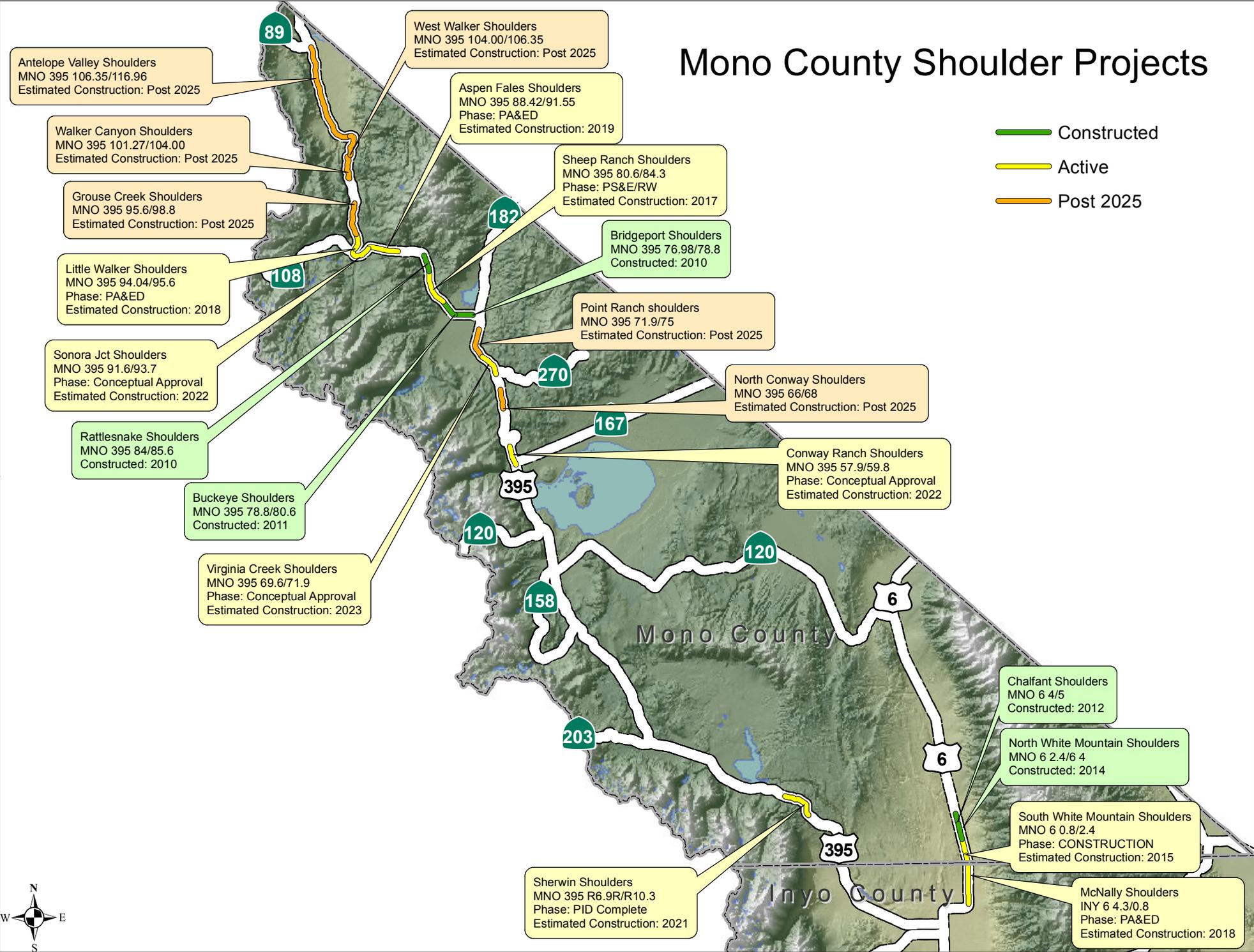
### **PUBLIC AWARENESS CAMPAIGNS**

#### ***Interstate 280 Viaduct Bridge Hinge Replacement Project***

- Caltrans District 4
- Golden State Bridge, Inc.
- San Francisco Giants
- The Port of San Francisco

# Mono County Shoulder Projects

- Constructed
- Active
- Post 2025



# With road repairs on California's to do list, local officials push for new funds



A Caltrans supervisor walks down a portion of the southbound 5 Freeway's Broadway onramp in Los Angeles where potholes and cracks are common. State leaders are debating new plans to pay for overdue repairs.

(Mark Boster / Los Angeles Times)

By **CHRIS MEGERIAN** *contact the reporter*

California cities and counties on Monday demanded a cut of any new revenue generated by the state for road maintenance.

In preparation for a special legislative session on transportation, state lawmakers have proposed various tax and fee hikes to help produce \$6 billion a year to pay for highway and bridge maintenance.

On Monday, local government officials, along with allies in labor and business, outlined a plan by which the state, cities and counties could share that revenue.



Gov. Brown faces rough road in quest to repair state freeways

“I don’t think the people of California would be satisfied with a gleaming, beautiful state highway system, with broken [local] streets and roads that they can’t live with,” said Matt Cate, executive director of the California State Assn. of Counties.

Gov. Jerry Brown called the special session to focus attention on problems with California roads, and lawmakers are expected to continue working on the issue when they return from their summer recess next week.

Administration officials estimate that \$59 billion is needed for state roads. An additional \$78 billion is required for cities and counties, according to local officials.

**cComments**

- *@bilwis AND THE EVEN CRAZIER THING IS THAT COUNTY SUPERVISOR BILL HORN GETS TO VOTE ON APPROVING HIS OWN DEVELOPMENT PROJECT!*

**BILWIS**

AT 11:59 AM AUGUST 11, 2015

[ADD A COMMENT](#)[SEE ALL COMMENTS](#)

4

The plan outlined by local leaders includes many ideas already suggested by Democratic lawmakers, such as raising the gas tax and boosting vehicle registration and license fees. It also incorporates a Republican proposal to use some revenue from the cap-and-trade program that imposes fines on polluters.

Jim Earp, executive consultant at the California Alliance for Jobs, which represents construction workers and companies, said he hoped a deal could be struck in coming months.

“There's a lot more traction around this issue than we've seen in many years,” he said.

**Follow [@chrismegerian](#) for more updates from Sacramento.**

Copyright © 2015, [Los Angeles Times](#)

[Sponsored Links](#)

FROM AROUND THE WEB

**5 Secrets to Building Your Sales Pipeline [eBook]**[Salesforce](#)

**Rare Photos Reveal Images You Had No Idea Existed**[Bored Lion](#)



# PUBLIC NOTICE



## Draft Environmental Impact Report/Environmental Assessment with Section 4(f) Evaluation for the Olancha/Cartago Four-Lane Project

### Announcement of Public Hearing

#### WHEN AND WHERE?

<b>Date:</b> Wednesday, September 23, 2015	<b>Place:</b> Olancha Fire Station 689 Shop Street Olancha, CA 93549
<b>Time:</b> 4:30 p.m. to 7:30 p.m.	

#### WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to convert approximately 12.6 miles of the existing U.S. Highway 395 from a two-lane conventional highway to a four-lane expressway or partial conventional four-lane highway from post mile 29.2 to post mile 41.8 in Inyo County. The project proposes six alternatives with varying amounts of construction on new alignments.

#### WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our findings are contained in the Draft Environmental Impact Report/Environmental Assessment with Section 4(f) Evaluation. This notice is to tell you of the completion of the Draft Environmental Impact Report/Environmental Assessment with Section 4(f) Evaluation and its availability for you to read. A hearing will be held to give you an opportunity to discuss the project with Caltrans staff before a final alternative is selected.

#### WHAT'S AVAILABLE?

You can look at or obtain a copy of the Draft Environmental Impact Report/Environmental Assessment with Section 4(f) Evaluation at the Caltrans District 9 Office at 500 South Main Street, Bishop, CA 93514. There are also copies available at the Lone Pine Public Library, 127 West Bush Street, Lone Pine, CA 93545; the Olancha Post Office, 100 South Highway 395, Olancha, CA 93549; the Eastern Sierra Interagency Visitor Center located at the junction of U.S. Highway 395 and State Route 136 (one mile south of Lone Pine); and online at <http://www.dot.ca.gov/dist9/projects/olancha>.

#### WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? Your comments, both those made on the 2010 Initial Study and any made on this document, will be part of the public record. If you wish to make a comment on the Draft Environmental Impact Report/Environmental Assessment with Section 4(f) Evaluation, please submit your written comments by October 10, 2015, to Caltrans Environmental Planning, Attention Kirsten Helton, 855 M Street, Suite 200, Fresno, CA 93721.

#### CONTACT

For more information concerning this project, please contact Cedrik Zemitis, Project Manager, at (760) 872-5250, or [cedrik.zemitis@dot.ca.gov](mailto:cedrik.zemitis@dot.ca.gov). You may also contact Kirsten Helton, Senior Environmental Planner, at (559) 445-6461, or email [kirsten.helton@dot.ca.gov](mailto:kirsten.helton@dot.ca.gov). For other state matters, please contact District 9 Public Affairs at (760) 872-0603.

#### SPECIAL ACCOMMODATIONS

Special accommodations: Individuals who require special accommodation are requested to contact the District 9 Public Affairs Office at (760) 872-0603. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.



**DEPARTMENT OF TRANSPORTATION**  
CENTRAL REGION  
500 SOUTH MAIN STREET  
BISHOP, CA 93515-3423  
PHONE (760) 872-0601  
FAX (760) 872-0678  
TTY 711  
www.dot.ca.gov

RECEIVED

AUG 10 2015

MONO COUNTY  
Community Development

Serious drought.  
Help save water!

August 5, 2015

**Notice of Availability of the Draft Environmental Document**  
**for the Olancha/Cartago Four-Lane Project**

The California Department of Transportation (Caltrans), as CEQA lead agency, and the Federal Highway Administration (FHWA), as NEPA lead agency, propose to convert approximately 12.6 miles of the existing U.S. Highway 395 from a two-lane conventional highway into a four-lane expressway or partial conventional four-lane highway from post mile 29.2 to post mile 41.8 in Inyo County. The project proposes six alternatives with varying amounts of construction on new alignments.

An Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment was publically noticed and circulated for comments from September 2, 2010 to October 22, 2010. Caltrans and FHWA have subsequently determined that an Environmental Impact Report is warranted for the project. This letter is to inform you that the project's Draft Environmental Impact Report/Environmental Assessment, with Section 4(f) Evaluation, and corresponding technical studies are available for public review at the following locations:

- Caltrans District Office, District 9, 500 South Main Street, Bishop, CA 93514
- Lone Pine Public Library, 127 West Bush Street, Lone Pine, CA 93545
- Olancha Post Office, 100 South Highway 395, Olancha, CA 93549
- Eastern Sierra Interagency Visitor Center located at the junction of U.S. Highway 395 and State Route 136 (one mile south of Lone Pine)
- Online: <http://www.dot.ca.gov/dist9/projects/olancha>

The Draft Environmental Document will be in the public circulation phase from August 12, 2015 through October 10, 2015. Public comments will be accepted until October 10, 2015. Please send your comments to Kirsten Helton, Senior Environmental Planner, 855 "M" Street, Suite 200, Fresno, CA 93721, or email them to [kirsten.helton@dot.ca.gov](mailto:kirsten.helton@dot.ca.gov).

As part of the circulation process, Caltrans will hold a Public Hearing to obtain public input on the Draft Environmental Document. Caltrans will present preliminary design plans, environmental study information, discuss concerns, and answer questions. The Public Hearing will be informal and interested parties may arrive at any time.

**Date:** Wednesday, September 23, 2015

**Time:** 4:30 p.m. to 7:30 p.m.

**Location:** Olancha Fire Station  
689 Shop Street  
Olancha, CA 93549

If you have any questions or would like to request a hardcopy, please contact Cedrik Zemitis, Project Manager, at (760) 872-5250, or Kirsten Helton, Senior Environmental Planner, at (559) 445-6461.

Sincerely,



for Brent Green

BRENT L. GREEN  
District 9 Director

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

# California Statewide Federal Surface Transportation Reauthorization Consensus Principles

## **Long-Term Reauthorization Bill**

The State of California receives over \$3.5 billion annually in Federal transportation funding, which creates or sustains 81,000 jobs and leverages additional State, local and private investment. In recent years, California has also made significant investments in transportation and infrastructure, and is eager to partner with the Federal government to advance important transportation projects, many of which are significant both for California and the entire nation.

However, according to the Congressional Budget Office, Federal Highway Trust Fund outlays will exceed revenues by an average of almost \$15 billion per year, or roughly \$85 to \$90 billion over a six-year period. Revenues must be increased to better align with the demand for a safe, reliable transportation system that moves both goods and people efficiently.

- California supports a multi-year Surface Transportation Reauthorization (four to six years) that will provide stability and certainty, and allow for more deliberate investment.
- Congress must consider user-based, pay-as-you-go funding options like increasing and indexing to inflation the excise taxes on motor fuels.
- The Federal government should also explore innovative transportation revenue mechanisms, such as a road user charge or other user-based revenues, and provide financial support to states willing to research or pilot innovative revenue programs.

## **Fix-It-First and Safety**

More than 40 percent of California's highway lanes are either in distressed condition or in need of preventative maintenance; more than one in four culverts necessary to manage storm water runoff are in need of repair; and more than 30 percent of the technical equipment (e.g., ramp meters, vehicle detectors, and video cameras) used to operate the highway system are not in working condition.

At the same time, most California counties experience average local road conditions in an "at risk" classification, with up to 25 percent of roads projected to be in "failed" condition by 2022. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

Further, poor roadway conditions affect the safety of all road users, including bicyclists and pedestrians. Rehabilitation projects can also be a good opportunity to improve safety and convenience for bicyclists and pedestrians more cost effectively than standalone or retrofit active transportation projects. Californians recognize that the preservation and maintenance of the State's existing system of roadways and bridges is a priority.

California also recognizes that traffic safety involves saving lives and reducing injuries. Congress must provide robust funding that can be applied to safety projects aimed at reducing fatalities, including rural areas where fatality rates are the highest.

- Congress should increase funding for all of MAP-21's core highway formula programs, and in particular the Federal Highway Administration's National Highway Performance Program, Surface Transportation Program, and Highway Safety Improvement Program. These programs support California's State

Highway Operations Protection Program, the preservation of local roads and bridges, and needed safety improvements for all road users throughout the State.

### **Freight/Goods Movement**

California is the nation's international trade leader, in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; and California's commitment to improving its freight system is unmatched in the U.S. California strongly urges Congress to invest more in the national freight transportation system, which is of critical importance to the national economy. Additionally, impacts to local and regional economies, the environment, and communities must be mitigated simultaneously when making freight system improvements.

- Congress should authorize dedicated, sustainable funding for a multi-modal freight program. These funds should be derived from revenue sources across all modes of freight transportation.
- Congress should restore the National Cooperative Freight Research program. The program should retain its multi-modal focus on efficiency, reliability, safety and security of the nation's freight transportation system, and it should span all modes to ensure multi-modal technological and innovative improvement. In addition, sustainability and network performance should be included in the program's focus.
- Congress should provide funding for technology innovation, development and deployment; and for support of Intelligent Transportation Systems research to generate and accelerate improvement in freight efficiencies.
- Congress should permanently authorize the Transportation Investment Generating Economic Recovery grant program and the application process should be streamlined. Congress should also authorize a major projects contract authority program that funds large-scale projects (including multi-modal freight projects) with significant national and regional economic impacts.
- The U.S. Department of Transportation (U.S. DOT) must complete the National Freight Strategic Plan required by MAP-21 and it should be consistent with state freight plans. Implementation of a National Freight Strategic Plan should be supported by a minimum \$2 billion per year contract authority grant program, possibly allocated through both competitive and formula-based criteria.
- The National Primary Freight Network should be extended beyond the existing 27,000 mile limit, consistent with the recommendations of the California Freight Advisory Committee, to include additional miles as needed to create a fully integrated network; it should provide connectivity between large and small metropolitan areas and markets and be expanded to include additional corridors that are increasingly impacted by truck and rail traffic.
- A freight grant program must focus on the freight system as a whole, and it must include support for major urban trade gateways and corridors; highways and local roads that make up the 'first-and-last mile' connections to seaports, rail, airports, cargo facilities, intermodal yards, and commercial ports of entry; and also the rural and local freight networks that enable the transport of agricultural and natural resources. In addition, projects to reduce freight impacts to communities and the environment must be eligible for funding.

## **Sustainability and Climate Preparedness**

California supports policies that take into consideration the effect of current and future climate impacts and conditions when planning for and making transportation infrastructure investment decisions. Additionally, California is committed to improving the quality of life for all Californians by supporting multi-modal investment and increasing accessibility to all modes of transportation. The 2012 California Household Travel Survey revealed that nearly 23 percent of household trips were taken by walking, biking, or using public transportation, compared with 11 percent in 2000. Further, the California Department of Transportation (Caltrans) recently set strategic targets to dramatically increase walking, biking, and public transportation trips by 2020.

Additionally, California's landmark "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that California Metropolitan Planning Organizations (MPOs) develop and implement Sustainable Communities Strategies that generally promote compact, mixed-use commercial and residential development that will be walkable, bikeable, close to public transportation, jobs, schools, and recreation.

California is also a leader of technological innovation, including environmentally-friendly "green" technologies. As such, California has adopted a policy of encouraging the use of zero-emission vehicles, and promoting private sector investment in zero-emission vehicle infrastructure (Executive Order B-16-2012). California also allows High-Occupancy Vehicle (HOV) lane access to low emission and energy-efficient vehicles to incentivize their use and promote the State's sustainability and climate preparedness objectives.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for the Congestion Mitigation and Air Quality Improvement Program to reduce congestion, improve air quality and meet the requirements of the Clean Air Act.
- There is a strong Federal interest in promoting sustainability and multi-modal investment, so Federal policy should reward states like California that have made significant multi-modal investments to advance sustainability strategies.
- Congress should authorize an incentive grant program that rewards states, tribal governments, and MPOs that have already adopted "Best Practices" to reduce greenhouse gas emissions and integrate transportation planning and investment decisions with other land-use and economic development decisions, and also provide financial incentives for rural sustainability initiatives.
- Congress should provide assistance for data collection, and determining and quantifying greenhouse gas emissions, and other important data for addressing climate change through the analysis of various transportation plan alternatives in long-range transportation plans done in coordination with local land use plans.
- California encourages Federal policies that incentivize or provide support for the inclusion of environmental issues and deficiencies in transportation plans and project design. For system safety, resilience and sustainability, transportation facilities should be designed, constructed, and retrofitted to address environmental issues and deficiencies, such as adaptation and resilience to changing climate conditions, fish passage, and habitat connectivity.

- California urges Congress to amend current Federal regulatory restrictions to encourage private investment and provide Federal start-funding for zero-emission vehicle infrastructure and facilitate its successful deployment along Interstate and Federal-aid highways.
- California urges Congress to revise the current HOV degradation standard (45 mph 90 percent of the time), and provide more flexibility for state and local agencies to comply and continue allowing HOV lane access to low emission and energy efficient vehicles.

### **Funding and Finance**

Public-private partnership (P3) procurement methods are not a substitute for robust direct Federal transportation investment nor a solution for Federal infrastructure funding challenges. Rather, the financing element of P3 projects, in some instances, may leverage private sector resources in addition to mitigating design, construction, maintenance, and operations risks for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling and/or federal credit assistance programs.

- Congress must provide an overall increase in Federal funding for transportation programs.
- Congress should allow tolling for Interstate System reconstruction, and also the conversion of any existing toll-free highway lanes (including on the Interstate System) to toll facilities that manage demand through variable tolling. Further, Congress should allow toll revenues to be used for public transportation services that contribute to the improved operation of the toll facility or highway, or to mitigate toll facility related adverse impacts identified under the National Environmental Policy Act process.
- Congress should maximize the use and flexibility of Federal funds by eliminating requirements for non-Federal matches.
- Congress should provide robust funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance to states, local governments, toll authorities and P3s. Additionally, Congress should consider creating a limited pilot program that would make TIFIA requirements more accessible to bike and pedestrian project sponsors.
- Congress should create a US. DOT clearinghouse to provide technical assistance and share P3 best practices with State, local, and tribal governments.
- Congress should review tax-exempt Private Activity Bond eligibility and consider raising the cap on qualified surface transportation projects. Additionally, Congress should consider creating a new “America Fast Forward” qualified tax credit bond.

### **Public Transportation**

In recent years, California has also made significant investments in public transportation to address sustainability, economic (e.g., access to employment) and social (e.g., providing a safety net for those that cannot drive) policy objectives, and Caltrans is seeking to double transit ridership by 2020 as a strategic sustainability target. At the same time, the California Transportation Commission’s *Statewide Transportation System Needs Assessment* and *California Unmet Transit Funding FY 2011–FY 2020 Needs* report identified a

10-year unmet operating and maintenance gap \$22.2 billion and a capital gap of \$42.1 billion for California transit.

- The U.S. DOT's GROW AMERICA Act includes a 70 percent increase in Federal funding for transit programs. California urges Congress to significantly increase Federal investment in transit programs, including operations and capital funding, to maintain the current system in a state of good repair and help the State meet its sustainability, economic and social objectives.
- Traditionally, about 80 percent of the funding for the Federal public transportation program has come from the mass transit account of the Highway Trust Fund, and Congress must continue funding public transportation from the Highway Trust Fund.
- Congress should restore funding for Bus and Bus Facilities (49 U.S.C. § 5339) program to pre-MAP-21 levels and include a transparent and efficient discretionary element as recommended by American Public Transportation Association (APTA). To alleviate unnecessary workload for regional and state agencies, Congress should amend the Bus and Bus Facilities program to clarify that small and large urban transit operators may be the direct recipients of Bus and Bus Facility funds, just as they are for other Federal Transit Administration (FTA) programs.
- California urges Congress to increase funding of the Federal transit program for Non-Emergency Medical Transportation for the Elderly and Disabled (49 U.S. § 5310) to address the growing transportation needs for the target populations.
- California urges Congress to increase funding to Rural Transportation (49 U.S.C. § 5311). If funding for the Bus and Bus Facilities program were increased, Congress should ensure an equitable portion is distributed to states for rural transit; any new rural Bus and Bus Facility program funds should be rolled into the § 5311 program to ensure administrative efficiency and program effectiveness.
- Congress should also continue and increase funding for New Starts and Small Starts (49 U.S.C § 5309) and also the Small Transit Intensive City set-aside.
- Congress should amend current law to remove disincentives to states that build new high-occupancy toll (HOT) lanes or convert their existing HOV lanes to HOT lanes. Express bus service operating on HOT lanes should be treated no differently than express bus service operating on HOV lanes for the purpose of calculating an area's FTA State of Good Repair (49 U.S.C § 5337) funding allocation.
- Congress should amend current law to allow states to relinquish Park and Ride lots located on Federal-aid highways to local agencies who seek to invest, improve, and integrate them into regional transit systems.

### **Rail Reauthorization**

California has also invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years, which is a critical component of a long-term, sustainable, multi-modal transportation strategy.

- Congress should reauthorize both the Rail Safety Improvement Act of 2008 (RSIA, P.L. 110-432) and the Passenger Rail Investment and Improvement Act (PRIIA, P.L. 110-432).

- California supports Congressional efforts to increase funding intercity rail capital investment grants (chapter 244 of Title 49); all funding for this program must be made available for eligible projects in every state.
- California supports APTA's call for a dedicated and indexed revenue source, other than the motor fuel taxes that support the Highway Trust Fund, for planning, design and construction of High-Speed and Intercity Passenger Rail; and also the GROW AMERICA Act proposal to create trust funded programs for current passenger rail services (e.g., Amtrak) and rail service improvements (e.g., construction of new high-performance passenger rail networks).
- California also supports Congressional efforts to reform the Railroad Rehabilitation and Improvement Financing program to make it more accessible to borrowers.
- California also supports Congressional efforts to provide Federal grant funding for implementation and operation of PTC by both Amtrak and commuter railroads. Congress must also increase the Federal commitment for highway-rail grade crossing safety.
- California supports Congressional efforts to require Amtrak to provide timely information and greater transparency into revenues and costs related to state supported rail corridors so that states can effectively manage services and verify proper implementation of PRIIA Section 209 requirements.
- Congress must also provide adequate funding of Amtrak's long distance train service, which provides an important transportation alternative in and between rural communities often not served by other intercity transportation options.

### **Transportation Alternatives Program**

The Federal Transportation Alternatives Program (TAP) provides funding for important programs and projects, including, but not limited to, on-road and off-road pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. Caltrans recently set a strategic sustainability target of doubling pedestrian and tripling bicycle trips by 2020. TAP funding supports California's consolidated Active Transportation Program, which furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for TAP. Additionally, TAP should continue to be funded from the Highway Trust Fund.

### **Performance Management**

MAP-21 directs the U.S. DOT to establish performance measures related to statutory goals for safety, infrastructure condition, freight movement, environmental sustainability and other areas. States and other Federal-aid highway grantees (e.g., MPOs) are expected to set and maintain targets based on the U.S. DOT performance measures, collect data, and report their progress in meeting these targets. While performance-based decision making may guide more efficient and cost-effective investment in the long-term, a recent U.S. Government Accountability Office report revealed nationwide concerns regarding the costs and challenges associated with Federal performance management data collection and implementation; Federal funding must increase to match new Federal requirements and responsibilities.

- California urges Congress to provide additional funding for training, tools, and data collection related to performance management implementation.
- Congress should allow performance management rulemakings to run their course, and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has been already done.

### **Regional Planning**

California recognizes that regional planning and programming is an essential feature of an innovative, successful national transportation system. Therefore, California urges Congress to retain the current designation of MPOs at 50,000 and to recognize and fund a Regional Transportation Planning Organization designation for rural counties with populations under 50,000. California created a similar designation in 1971 for Regional Transportation Planning Agencies, which have been successfully operating as the regional transportation planning entity for rural communities since their inception.

### **Streamlining Planning, Programs and Project Delivery**

California supports continued efforts to streamline surface transportation project delivery. This can be achieved by further opportunities for state stewardship through delegation programs, increasing states' flexibility for using alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes to reduce delay.

Moreover, environmental mitigation is a component of many transportation projects. "Advance mitigation" is a compensatory environmental investment that takes place prior to the environmental review and permitting of one or more transportation projects. Advance mitigation allows for more efficient project approvals than project-by-project mitigation, where mitigation options are often sought near the end of the environmental review process.

- California supports streamlining of Federal regulations to facilitate more expeditious project delivery.
- California supports efforts to increase transparency and accountability in the Federal environmental review and permitting process such as establishing an Internet-based reporting process to provide the status of Federal reviews, approvals and permits.
- To expedite project delivery, Congress should give local agencies the ability to incur project expenses at their own risk in advance of receiving a formal authorization to proceed through the Federal funding obligation process. This would enable project sponsors to accelerate various phases of the project, including preliminary engineering, right-of-way, advertising, and construction, thereby providing an opportunity to provide benefits to the public sooner and at lower cost. To ensure no actions are taken that pre-judge the outcome of the environmental process, advertising, right-of-way, and construction phases would not be allowed to commence until the National Environmental Policy Act process is complete.
- California supports increasing the Transportation Improvement Program and the Statewide Transportation Improvement Program coverage periods from the current four years to five or six years, updated a minimum of once every four years, which will allow the State to manage these programming documents more efficiently and expedite project selection for implementation.

- Federal policy should encourage and incentivize advance mitigation opportunities for transportation infrastructure projects because they accelerate project delivery and increase the quality of mitigation efforts.
- California supports an overall increase in Federal transportation spending, including funding for planning and implementation of programmatic mitigation plans and advanced mitigation for transportation projects. Further, Congress should authorize a Federal interagency effort to provide technical assistance and identify funding opportunities, or innovative financing techniques, for large-scale advance mitigation programs.

### **Tribal Transportation**

California supports the underlying principles represented in the Tribal Transportation Unity Act, which include easing the transfer of Federal aid funds for tribal transportation projects, improving Bureau of Indian Affairs Right of Way management, and improving the speed and efficiency in getting emergency relief funding to tribes.

- California supports an overall increase in Federal transportation spending, including an increase in funding for the Tribal Transportation Program.
- California supports restoring Highway Trust Fund support for the Tribal High Priority Projects program as proposed by the GROW AMERICA Act.
- California supports establishing a Tribal Self-Governance program at U.S. DOT that will streamline grant funding and administration between the Federal and tribal governments.