

Mono County Local Transportation Commission

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AGENDA

November 9, 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 September 14, 2015 (*no October meeting*) – **p. 1**
4. **ADMINISTRATION**
 - A. Resolution of Appreciation to former Commissioner Jo Bacon – **p. 5**
 - B. Regional Transportation Improvement Program (RTIP) update (*Gerry Le Francois*). Discuss & provide any desired direction to staff – **p. 6**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Report on US 6 flooding and drainage issues in discussion with District 9 (*Commissioner Stump*)
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA) update
 - B. Yosemite Area Regional Transportation System (YARTS) update
8. **CALTRANS**
 - A. State Highway Operation & Protection Program (SHOPP) projects
 - B. Overview of draft SR 89 Transportation Concept Report – **p. 8**
 - C. Report activities in Mono County & provide pertinent statewide information
9. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes – **p. 33**
 - B. Mono County – **p. 36**
 - C. Caltrans – **p. 40**
10. **INFORMATIONAL**
 - A. Watch out for wildlife week – **p. 42**
 - B. Roundabouts increasingly popular – **p. 45**
11. **UPCOMING AGENDA ITEMS**

More on back...

12. **ADJOURN** to December 14, 2015

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

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

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DRAFT MINUTES

September 14, 2015

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Garrett Higerd, Gerry Le Francois, Wendy Sugimura, C.D. Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Ryan Dermody, Brent Green, Jacob Matthew

ESTA: Jill Batchelder

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:** Grady Dutton announced Town Council meeting Wednesday on Main Street sidewalks.
3. **MINUTES:** Approve minutes of July 13, 2015 (*no August meeting*) as amended: *Johnston/Richardson. Ayes: 4. Abstain: Hogan, Fesko.*
4. **COMMISSIONER REPORTS:** **Wentworth:** ESCOG presentation about Olancha/Cartago situation. Wants to understand how federal transportation funding affects Mono. **Hogan:** Joint YARTS JPA (Joint Powers Authority) & AAC (Authority Advisory Committee), long time met separately. AAC wants JPA to consider how to welcome new members, cost. Budget going downhill next five years. New members on both entities. Reviewed short-range transit plan, see how far have come, how far to go, issues coming up. Grant end of October for studies to incorporate Ch. 6 of short-range plan, also due for update. **Johnston:** Eastern Sierra Council of Governments (ESCOG) thanked Grady Dutton and Brian Green for tour of airport. Grand Fondo event was successful, air quality cooperated. **Fesko:** None. **Richardson:** Sturgis, SD, on motorcycle with 1.2 million in town of 6,000. Lots of wildlife cross-over bridges in high-traffic areas. Maybe federal programs? Dermody: Federal money, but CA Legislature eliminated in favor of sidewalks, bike lanes. Working with CDFW and Town. **Stump:** Thanked Caltrans for dealing with construction debris on highway from Convict Road. CA Legislature adjourned without transportation bill. Left open to meet, continue talking. Maybe sufficient interest among conference committee members for resolution. Passed right to die, but not to fix roads.
5. **ADMINISTRATION**
 - A. **Regional Transportation Improvement Program (RTIP):** Gerry Le Francois noted CTC (California Transportation Commission) adopted fund estimate at end of August. New money, very last year of cycle. District 9 has draft letter on state highway needs. State considers ITIP (Interregional Transportation Improvement Program) prior to RTIPs. Reviewed timelines for STIP (State Transportation Improvement Program). Staff could attend, but commissioner more effective. If Legislature agrees on funding, CTC could reopen fund estimates. Key points: Status quo RTIP, \$2 million in reserve, keep projects in current programming or move back. Rural counties meet Friday, talking MOU projects with partners. Freeman Gulch 1 funded through construction; segment 2 has no funding (focus shift to greater Bakersfield); and segment 3 is in thought process. Summary of STIP county shares: three current, two new years. Freeman Gulch-1, Freeman Gulch-2, West Minaret sidewalk, preventive maintenance, 2016-17

Meridian roundabout relocation \$2.6 million, Olancho/Cartago, Airport Road rehab. No negative balance, keep local projects close to fiscal year programmed.

Wentworth asked about reprogramming. Le Francois explained project stays same, years of construction dollars pushed out. Dutton cited Meridian roundabout, let Caltrans know funding is needed more than that. Wentworth thought new projects not good idea, try to hang on to what have. Keep eye on things in pipeline, new project unlikely. Dermody reminded that new programming looks dangerous to CTC.

Higerd cited two projects: preventive maintenance and airport road. Nothing to indicate changing projects, just reprogramming with delay, pushing as soon as possible.

Johnston wanted to keep STIP in mind for local projects due to MOU system, got extra money. Emphasize MOU approach as long-term cooperation. Hogan suggested showcasing at early ITIP that Mono has given the most so far.

Johnston asked if State Legislature does something, is *there* money someplace? Le Francois noted a placeholder a year or two. Money from sky mid-1990s, supplemental RTIP/STIP. Johnston wanted to see how it plays out. New county projects? Get outer Benton Crossing Road on list

Higerd looked at TIGER (Transportation Investment Generating Economic Recovery) grants, federal program. Needs come to surface as look at updated data from pavement management system. "County highway" projects connect communities. FLAP (Federal Lands Access Program) funds for communities rehab. Now is time to look at maintaining what exists.

Johnston questioned effects of four-lane projects on safety. Green reported 70% accident reduction, 0 fatalities – not small. Johnston wanted to raise that at CTC meeting.

Fesko reported Antelope Valley streets have more crack seal than pavement, no fog lines, roads falling apart, willows growing out of pavement accelerate falling apart. Need to get on list next. Hogan asked about pavement management system; how shake out what goes first? Higerd wanted to show successes of rehabs. Needs are diverse, significant, and widespread.

Richardson asked about cost adjustment when push programs out three to four years. Le Francois explained it typically comes out of share balance (reserve), bids come in higher, and State can incur process so not penalize local RTPAs. If too high, goes to G12 or G10 fund. Higerd saw it difficult to estimate something five years in future when dealing with asphalt that's related to price of oil and labor. As push farther, more difficult.

Stump wondered if money is available 2010-21, possibly do diverse but combined county project, roads in Hammil and Antelope? Le Francois will find out how much Mono would get in 2020-21 fiscal year. Program project earlier.

Wentworth suggested future agenda item: Mammoth Lakes Basin roads falling apart. USFS identified need, question percolating up to Town level, take on maintenance. Start looking at LTC perspective for analysis of engaging in process. Some funding to Town for maintenance. Broader picture of bringing roads into system for state funding. Town can't step up by itself. Dutton wanted to make sure LTC/Mono staff is aware of Basin roads. Wentworth cited it's all USFS land, jurisdictional mismatch. Federal agency maybe wants out. Dutton mentioned Scenic Loop is not huge burden, but also consider.

Higerd noted INF (Inyo National Forest) on Rock Creek Road, Convict Road, June Lake Streets (fresh right-of-way document before moving forward), annually review list of roads, relationship. Long way from worked out, but step in right direction. Sharing maintenance maps with INF. We're liquidating everything onto County rolls, never looking back; Mono is pushing back.

Dermody reported ITIP (Interregional Transportation Improvement Program) has 40% funding from State. ITSP (Interregional Transportation Safety Program) is required for ITIP funding. Approval delayed last month, got revision with new appendix called "freight corridors" (US 395 and US 6 not listed). If approved, corridors get higher priority. Lots of pressure on ITIP. Go to November meeting, as won't qualify compared to SR 58.

Johnston thought larger issue is federal funding, Congress is not fixing things: inability of Congress to do something. Attack at different level. Wentworth suggested framing as public safety issue; fires, etc.

Le Francois noted ITIP Nov. 4, maybe San Luis Obispo.

Hogan noted Reds Meadow in Madera County collects TOT from campgrounds. Looking at FLAP grants? Higerd indicated road needs to be maintained by local entity. Now it's USFS road, smooth out for FLAP funding.

Dutton reported talking with USFS, Town can't take on long-term financial obligation. Maybe let Mono manage even though in another county. Higerd cited upgrade cost > \$20 million, high-ticket item. Hogan wanted to find out what USFS and NPS think. Higerd noted Devils Postpile is in separate county with no interest. Most expedient way would be contacting Rep. Paul Cook about separate federal funding, maybe nexus to Main Lodge improvements/land exchange. Stump noted making up 24.9% of comparative value of

exchange with cash (USFS policy). Utilized higher percentage of cash to make up difference in appraised values. A 43-step land exchange process began, not officially moving forward till step 11. USFS also needs staff time to deal with.

Hogan recalled 1997 flood crumbled pavement on Reds Meadow Road, and Higerd reported heavy trucks hauled logs after major windstorm. Stump asked about LTC letter on truck issue. Dermody indicated that Mono doesn't have number of trucks that others have statewide. Two-lane gaps need improvement elsewhere. Stump countered that Mono has growth in Nevada that others don't.

6. LOCAL TRANSPORTATION

A. Regional Transportation Plan (RTP) update & Draft Environmental Impact Report (DEIR): Gerry Le Francois noted RTP is component of RTIP. Released RTP draft July 31 on all modes of transportation in Mono County. Reviewed outline of process.

Wendy Sugimura noted three new appendices: F: Regional Blueprint; G: Trails; and H: Bicycle. Future funding on G and H (ATP and/or STIP). Bike plan may combine with trails plan. All pieces are there. Trails and bike plans have additional projects. Comment period ends Sept. 29, and then to Planning Commission, Mono Supervisors and LTC. Get concerns in now, handle up front. Mandate is to integrate RTP into General Plan. Conservative on impacts for CEQA (information-disclosure document). Focused on tiering and streamlining. Maybe only rural county to do GHG reduction measures even though only 0.03% of CA emissions (Fesko determined Mono = 0.19% of CA size).

The 38 megawatt is subject to change, but public utility gets credit anyway. Rural areas provide space for energy-generation projects, so should get some credit for that. Problem is who gets credit.

Minimize dual tract on renewable, protect habitat from being listed. Geothermal is here, expansion is up to courts. Clear policies would show that renewable energy projects are community scale, not utility scale. Transportation is largest contributor to GHG, so encouraging bikes, public transit, reducing single-vehicle travel, etc. Sugimura sought feedback on DEIR alternatives. Stump commended thorough, behind-scenes effort.

B. Excellence in Transportation award for Bridgeport Main Street

7. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): Jill Batchelder reported fantastic summer for transit, with fixed routes up 10% over last year; Reds Meadow up 15% for season (early start, later Labor Day); third trolley runs fast-track transport every 15 minutes; and Reno route strong. Labor Day surveys in June Lake on summer Loop shuttle.

Mammoth business was up 25%. Synthesize all tourism data, Transient Occupancy Tax, etc. Dermody stated Caltrans has hard data for traffic counts.

Wentworth wanted TOT numbers from tourism to summarize all data. Burns cited transit connection, more economic development/tourism focus. Johnston reminded Mono still on furloughs, so not too much burden on staff. Wentworth saw it as a need, useful in policy decisions. People are playing on public lands that are increasingly compromised. Affects how work with USFS.

Johnston questioned progress on Mammoth Express. Batchelder reported not seeing numbers, likely due to evening return timeliness. Looking at adjustments, not finalized yet. Aware of issue. Johnston asked about user feedback. Batchelder cited feedback from regular riders. Johnston thought If not providing efficient way, seems a priority to figure out. Richardson suggested keep refining – it's only since July 5.

Stump reported Chalfant bus stop's broken glass cleaned up, but window still out. Batchelder indicated window was replaced.

B. Yosemite Area Regional Transportation System (YARTS): Hogan gave thorough overview under commissioner reports.

8. CALTRANS

A. Mono shoulder projects: Ryan Dermody noted color map in packet.

Stump recalled shoulder projects US 6 to SR 120 initiated by predecessor. Should add more with increasing truck traffic. Shoulders give people place to go for safety. Johnston utilized shoulders recently.

Wentworth asked about cycling feedback. Dermody noted discussion of chip seal. Green cited smooth pavement by June Lake. Dermody informed of an environmental document next spring for comments.

B. Activities in Mono County: Green: Fix it first, less expansion.

Dermody introduced Jacob Matthew, who listed early draft of SHOPP projects for 2016-20. Funding formula is based on lane miles, road surveys, etc. Out of 12 districts in state, Mono gets least funding. Official version from Caltrans programming unit in November. CTC adoption April 2016, subject to change.

Johnston noted intermittent rumble strips elsewhere allow cyclists to veer around. Fesko wondered if rumble strips impact wildlife. Singing highway? Johnston suggested a safety element “wake-up” song. Green responded it’s low on list, but understands it.

Green reported robust statewide weed strategies, 18 in District 9. Every specific weed has different strategy. Licensed applicators. Outside right of way, don’t know impact. Constant emergence on trucks, rain. Attack woolly mullein, very intense. List based on information from agriculture commissioner. Fesko recalled studies by Dr. Paulus showed years of dormancy, late rain proliferated. Burns acknowledged it as an issue, but not top priority.

~ Commissioner Richardson departed at 11:15 a.m. ~

9. INFORMATIONAL

- A. **Road repairs on to-do list**
- B. **Olancha/Cartago public hearing**
- C. **Federal surface transportation reauthorization**

10. **UPCOMING AGENDA ITEMS:** 1) Resolution for Jo Bacon; 2) Lakes Basin maintenance coordination; 3) RTIP update; 4) CTC letter of concern on truck corridor emphasis to keep 395 funding; 5) SHOPP discussion

11. **ADJOURN at 11:25 a.m.** Reschedule Oct. 12 holiday conflict to Oct. 19, no November meeting. Stump announced NPS shutdown of Tuolumne Meadows gas station/mountaineering shop.

Prepared by C.D. Ritter, LTC secretary

Resolution of Appreciation to Jo Bacon

for her years of service to the
Mono County Local Transportation Commission

WHEREAS, Jo Bacon served as a member of the Mono County Local Transportation Commission (LTC) from 2008 to 2015 and presided as chair in 2010-11 and 2014-15; and

WHEREAS, during this time as a commissioner, Jo participated on a diverse list of issues ranging from funding the Lakes Basin Trail, reducing travel lanes on streets such as Meridian Boulevard for multi-modal access improvement, airport access, and back-in angle parking designs in Bridgeport; and

WHEREAS, Jo has been a consistent voice for multi-agency collaboration in transportation planning for Mono County and the Eastern Sierra region; and

WHEREAS, through Jo's support, a signature collaboration among the Transportation Planning Agencies for Inyo, Kern, Mono and more recently San Bernardino counties has been implemented through several memorandums of understanding, serving as a model for other regions in California and resulting in several priority highway improvements being funded for the Eastern Sierra; and

WHEREAS, Jo has been a proponent of expanding transit in the region, including the growth and expansion of the Eastern Sierra Transit Authority within Mammoth Lakes to assume ski season service and shuttle connections to Devils Postpile National Monument; and

WHEREAS, as a commissioner, Jo has touched multiple aspects of transportation planning, including programming, policy formulation, environmental processing, grants, project development and, perhaps her most impressive feat, mastery of the seemingly endless glossary of transportation planning acronyms; and

WHEREAS, as a highly respected and trusted Eastern Sierra official, Jo will be sorely missed by her fellow commissioners.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission expresses sincere appreciation to Jo Bacon for her years of service to the citizens of Mono County.

Awarded November 9, 2015



2015 LTC

Tim Fesko, Sandy Hogan, Larry Johnston, Shields Richardson, Fred Stump, John Wentworth

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: November 9, 2015

FROM: Gerry Le Francois, principal planner

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

RECOMMENDATIONS: Informational item – Staff will discuss the 2016 RTIP and State Transportation Improvement Program (STIP) and provide any desired direction to staff.

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 is a new five-year funding cycle for transportation projects in Mono County. As in prior STIP's, any new capacity or available new funding is at the end of the 2016 cycle. That is the good news. The bad news is approximately \$1 billion in currently programmed 2014 STIP projects will need to be reprogrammed for fiscal years 2016-17 through 2019-20.

ESTA is requesting programming for new vehicles in FY 2016-17 (\$305,000) and FY 1017-18 (\$315,000). Almost every other project will be status quo or, if programming changes are requested, will need to be revenue neutral.

Timeline 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	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC adopts STIP	March 16-17, 2016

ATTACHMENT: STIP Share Balance

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
Total County Share, June 30, 2015	34,003

Mono

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			Oct-14	79	0	79	0	0	0	0	0	0	0	0	0	
Mono LTC		2003	Planning, programming, and monitoring			Oct-14	130	0	130	0	0	0	0	0	0	130	0	0	
Mono County	loc	2604	Convict Lake Rd (Fed'l Lands Access match)			Mar-15	584	0	0	584	0	0	0	0	0	584	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	
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	
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	
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	
Caltrans	395	170A	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)				500	0	0	0	500	0	0	0	500	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	
Caltrans	395	260B	SBd, Rt 15-Farmington, widen (RIP)				2,000	2,000	0	0	0	0	0	0	0	2,000	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	310	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	
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	
Mammoth Lakes	loc	2595	Meridian Roundabout and signal relocation				2,610	0	0	0	0	2,610	0	0	2,610	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	
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS				1,150	0	0	50	100	1,000	0	0	1,000	50	100	0	
Mono LTC		2003	Planning, programming, and monitoring				665	0	0	130	175	180	180	0	665	0	0	0	
Subtotal, Highway Projects							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
Rail and Transit Projects:																			
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority			Mar-15	200	0	200	0	0	0	0	0	200	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	
Subtotal, Rail & Transit Projects							400	0	200	200	0	0	0	0	400	0	0	0	
Total Programmed or Voted since July 1, 2014							32,078												

Balance of STIP County Share, Mono	
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



**State Route 89
Transportation Concept Report**

Prepared
by
Caltrans District 9
Division of System Planning



For additional information regarding the Transportation Concept Report for State Route 89, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514
www.dot.ca.gov/dist9/planning/
(760) 872-0601

For individuals who need this information in a different format, it is available in various languages, Braille, large print, on audio-cassette, or computer disk. To obtain a copy in one of these alternate formats, please contact the Equal Employment Opportunity Officer at the above address or phone number

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State Route 89 Location Map

Caltrans District 9



District 9 of Caltrans is responsible for all of the State Highway System (SHS) in Inyo and Mono counties. It is also responsible for maintenance, permitting, traffic operations, planning, local assistance, and intergovernmental review for northern San Bernardino and eastern Kern Counties, through agreements with District 6 (Fresno) and District 8 (San Bernardino).

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety and health; stewardship and efficiency; sustainability, livability and economy; system performance; and organizational excellence.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 89 TCR. As information for the TCR was gathered, some stakeholders were contacted for input related to their particular specializations, and to verify data sources used and data accuracy. Prior to document finalization, primary stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for external input and ideas to be reflected in the document, increases credibility, and helps strengthen public support and trust.

Stakeholders in the SR 89 planning area are community member and agencies, including, but not limited to:

- Antelope Valley Regional Planning Advisory Committee
- Bureau of Land Management (BLM), Bishop Field Office
- California Department of Fish and Wildlife (CDFW)
- Caltrans District 10
- Mono County
- Mono County Local Transportation Commission (LTC)
- Native American Tribes
- United States Forest Service (USFS), Humboldt-Toiyabe National Forest

EXECUTIVE SUMMARY

SR 89 begins near the communities of Topaz and Coleville in northern Mono County at United States Route 395 (US 395). The highway runs in a north-westerly direction, beginning in Caltrans District 9, traversing the Sierra Nevada mountain range and passing through Caltrans Districts 10 (Alpine County), 3 (El Dorado, Placer, Nevada and Sierra counties), and 2 (Plumas, Tehama, Shasta and Siskiyou counties). The route terminates at Interstate 5 in Siskiyou County, totaling a distance of 245 miles. Within Caltrans District 9 the route is an undivided, two-lane conventional (2C) highway totaling 7.59 miles. SR 89 also provides connections to the western parts of the Sierra Nevada, Lake Tahoe and eventually the Central Valley via SR 4, SR 88 and US 50. Recent traffic data was analyzed throughout this document using 2013 as a base year (BY) and 2033 as a horizon year (HY) for projecting operational conditions. SR 89 currently operates at a high level of service and is projected to meet forecasted demand through the horizon year.

Concept Summary

Segment	Segment Description	Existing Facility	20-25 Year Facility Concept	Post-25 Year Concept
1	US 395 to Mono/Alpine County line	2C	2C	2C

TABLE 1: CONCEPT SUMMARY

Concept Rationale

No significant growth or development is anticipated in the rural communities served by SR 89. Recreational and interregional traffic are the major sources of traffic on the route. Recreational traffic may increase as the economy improves, but the overall numbers will continue to be among the lowest of any route in District 9. The concept for SR 89 is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand.

Proposed Projects and Strategies

Currently, there are no planned or programmed projects for SR 89. Maintaining the current facility is the long range strategy for this route.



CORRIDOR OVERVIEW

ROUTE SEGMENTATION

This TCR addresses 7.59 miles of the route located within Caltrans District 9, Mono County.

Segment #	Location Description	County_Route_ Beg. PM	County_Route_ End PM
1	US 395 to Mono/Alpine County line	MNO_89_0.00	MNO_89_7.59

TABLE 2: ROUTE SEGMENTATION

SEGMENT MAP



ROUTE DESCRIPTION

Route Location:

SR 89 runs in a north-westerly direction, beginning in Caltrans District 9, over the Sierra Nevada mountain range and passes through Caltrans Districts 10, 3, and 2. SR 89 begins near the communities of Topaz and Coleville in northern Mono County at US 395 and terminates at Interstate 5 in Siskiyou County, totaling a distance of 245 miles. The segment in District 9 is 7.59 miles long winding through mountainous terrain to the Alpine County line.

Route Purpose:

SR 89 is a major route serving the northern Sierra Nevada mountain communities. The route provides access for recreational travelers and interregional traffic that connects US 395 via SR 89 to SR 88, SR 4, and US 50. During the summer, SR 89 is used for bicycle and motorcycle touring as well as access to many recreational facilities in the Tahoe, El Dorado, and Humbolt-Toiyabe National Forests. This route provides access to the Woodfords Community, land governed by the Washoe Tribe of Nevada and California, located near Markleeville. Pedestrians and bicyclists are allowed on all of SR 89 as it is a shared roadway.

Major Route Features:

SR 89 is functionally classified as a Minor Arterial and is part of the Interregional Road System. SR 89 is a two-lane conventional highway that is part of the State Freeway & Expressway system. The route begins in the Antelope Valley at an elevation of 5,095 feet and climbs through mountainous terrain to 7,914 feet at the end of the segment (Mono County). The 7.59 miles long segment in District 9 runs to the Alpine County line. This route is a CA Legal Advisory Route from US 395 to SR 4, with a kingpin-to-rear-axle (KPRA) advisory of 36 feet. Motorcoaches and motorhomes up to 45 feet in length are permitted on the route. During winter, SR 89 is generally closed in District 9 and 10 from US 395 to the junction with SR 4. Apart from the winter closure, the route is closed for one day in July each year to accommodate an elite bicycle event, "Death Ride-Tour of the California Alps" in Markleeville, with an average of 3,500 bicyclists riding 129 miles and climbing 15,000 feet in elevation. The highway is officially designated as a California Scenic Highway for 4.34 miles in District 9 (MNO PM 3.25-7.59). The designation continues for approximately 51 miles through Districts 10 and 3 to the Placer County Line. There is one Transportation Management Systems (TMS) element, a full-time count station, at PM 0.093. There is no electric vehicle charging station identified on the route.



OVERLOOKING AT SLINKARD CREEK (NB) AT PM 1.80

Route Designations and Characteristics:

Segment #	1	
Freeway & Expressway	Yes	
National Highway System	No	
Strategic Highway Network	No	
Scenic Highway	Eligible(PM 0.00/3.24) Designated (PM 3.25/7.59)	
Interregional Road System	Yes	
High Emphasis	No	
Focus Route	No	
Federal Functional Classification	Minor Arterial	
Goods Movement Route	No	
Truck Designation	CA Legal Advisory	
Rural/Urban/Urbanized	Rural	
Regional Transportation Planning Agency	Mono County LTC	
Local Agency	Mono County	
Tribes	Federally Recognized	Bridgeport Paiute Indian Colony Tuolumne Band of Me-Wuk Indians Washoe Tribe of Nevada and California
	Non-Federally Recognized	Mono Lake Kutzadikaa
Air District	Great Basin Unified Air Pollution Control District	
Terrain	Mountainous	

TABLE 3: ROUTE DESIGNATION

COMMUNITY CHARACTERISTICS

There are no communities or housing along SR 89 within District 9. The route begins near the community of Topaz (pop. 50) and Coleville (pop 495) in the Antelope Valley and provides connections to Markleeville (pop. 210), 12 miles further along SR 89. The route does not pass through any major towns or cities until it reaches Mount Shasta (pop. 3394), a city in Siskiyou County.

Even though SR 89 does not run through any tribal land in District 9, it leads to Woodfords Community, land governed by the federally recognized Washoe Tribe of Nevada and California, located near Markleeville (District 10). SR 89 and the surrounding area is considered as ancestor homeland of the Washoe Tribe of Nevada and California. Other federally recognized tribes Caltrans will consult with when there are projects on SR 89 are the Bridgeport Paiute Indian Colony and Tuolumne Bank of Me-Wuk Indian tribe. In addition, Caltrans will be consulted with the Mono Lake Kutzadikaa tribe, a non-federally recognized tribe.

LAND USE

The majority of the land in the Eastern Sierra is publicly owned (94% in Mono County) and as a result there will be little private development. All of Mono County that SR 89 passes through is designated as Resource Management in the Mono County General Plan. These lands are owned and managed by, the Bureau of Land Management (BLM), the California Department of Fish and Wildlife (CDFW), and the US Forest Service (USFS). The CDFW land (PM 1.45–3.20) is part of the Slinkard/Little Antelope Wildlife Area, which was designated to protect important winter ranges for migratory deer herds. The Slinkard Wilderness Study Area is also located approximately 100 feet to the south and west of the highway on BLM land (PM 3.40–5.95). The last portion of the segment (PM 5.95–7.59) of SR 89 in District 9 runs through the Humboldt-Toiyabe National Forest, owned by US Forest Service.

No changes in Land Use patterns or major designations are foreseen within the planning timeframe of this document.

SYSTEM CHARACTERISTICS

SR 89 is an undivided, two-lane conventional highway within District 9. Passing lanes do not exist and there are minimal passing opportunities. This route is a CA Legal Advisory Route from US 395 to SR 4, with a kingpin-to-rear-axle (KPPRA) advisory of 36 feet. Motorcoaches and motorhomes up to 45 feet in length are permitted along this segment of the route in District 9. The highway has a maximum grade of 8%, a posted speed limit of 50 mph, and curves with speed advisories from 25–35 mph. The average shoulder width is 0 to 2 feet; the average lane width is 12 feet; and the median width is 0 feet.

Segment #	Existing Facility									Concept Facility				TMS Elements	
	Facility Type	General Purpose Lanes	Lane Miles	Centerline Miles	Median Width	Median Characteristics	Passing Lanes	Distressed Pavement	Current ROW	Facility Type	General Purpose Lanes	Lane Miles	Centerline Miles	TMS Elements (BY)	TMS Elements (HY)
1	C	2	15.18	7.59	0	undivided – striped	0%	0%	100-400 ft	C	2	15.18	7.59	1	3

TABLE 4: SYSTEM CHARACTERISTICS

TMS Elements

There is one Transportation Management Systems (TMS) element on SR 89, a full-time count station at PM 0.093. A Roadway Weather Information System (RWIS) and a possible closed circuit television (CCTV) should be considered near the Mono/Alpine county line or near Monitor Pass in Alpine county. This would help provide real-time information so that informed decisions could be made regarding the pass closure and road conditions without expending maintenance resources.

BICYCLE FACILITY

Bicyclists are allowed on all of SR 89 as it is a shared roadway. Accommodating bicyclists on rural mountain roadways with shoulders built to earlier standards is difficult. Providing wider shoulders is a challenge due to prioritization of funding, environmental concerns, unbalanced cost to benefit ratios, and physical constraints. SR 89 has a fair amount of recreational bicycle traffic during summer and the route is closed for one day in July to accommodate an elite bicycle event, the “Death Ride-Tour of the California Alps” in Markleeville. The event

covers 129 miles, climbing both sides of Monitor Pass (SR 89), Ebbetts Pass (SR 4), and the east side of Carson Pass (SR 88). About 3,500 bicyclist participated in the 2015 event.

Post Mile	0.00-7.59
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-2 ft
Posted Speed Limit	50 mph

TABLE 5: BICYCLE FACILITY

PEDESTRIAN FACILITY

Pedestrian traffic is allowed, but is minimal on SR 89. Specific pedestrian facilities or sidewalks do not exist. Pedestrians may utilize the paved and unpaved shoulder.

Post Mile	0.00-7.59
Pedestrian Access Prohibited	No
Sidewalk Present	No

TABLE 6: PEDESTRIAN FACILITY

TRANSIT FACILITY

There are no transit operators that serve SR 89 in District 9.

FREIGHT

SR 89 has very little goods movement due to the mountainous terrain and only providing access to small communities. District 9's portion of SR 89 is a CA Legal Advisory Route from US 395 to SR 4, with a kingpin-to-rear-axle (KPRA) advisory of 36 ft. Truck traffic is 6% of the Average Annual Daily Traffic (AADT) with most trucks classified as 2 axle. The majority of the route in District 3, in District 2 and from Markleeville (PM 14.80) in District 10 is a Terminal Access route allowing interstate Surface Transportation Assistance Act (STAA) trucks to travel.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may need future analysis in the project development process. This information does not represent all possible environmental considerations that may exist within the area surrounding the route and any SR 89 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified in the environmental scan have been scaled (high, medium, or low) by district staff based on the probability of encountering such environmental issues.

The following environmental factors were included in the scan:

- **Cultural Resources:** An appropriate level of archaeological and historical studies, including Native American consultation, will be required for any project along this route, as well as the assessment and possible

mitigation for all cultural resource impacts. SR 89 leads to the Federally Recognized Native American tribal lands of Washoe Tribe of Nevada and California (Woodfords Community) and the surrounding area of the route is considered as ancestor homeland of this tribe. Other federally recognized tribes in the area are the Bridgeport Paiute Indian Colony and Tuolumne Bank of Me-Wuk Indian. In addition, the Mono Lake Kutzadikaa is a non-federally recognized tribe in the area.

- **Geology/Soils/Seismic:** SR 89 crosses over two minor faults, the Antelope Valley Fault (PM 0.1) and the Slinkard Valley Fault (PM 3.8).
- **Visual Aesthetics:** The first 3.25 miles of SR 89 are eligible to be designated as a State Scenic Highway. From PM 3.25 to the end of the route in District 9 and continuing through all of Alpine County, the highway is designated as a State Scenic Highway.
- **Floodplain:** The Special Flood Hazard Areas (SFHA) maps as designated by the Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program were evaluated. All areas of SR 89 within District 9 fall outside any flood designation.
- **Air Quality:** Mono County is a part of the Great Basin Valleys Air Basin under the stewardship of the Great Basin Unified Air Pollution Control District. SR 89 is either Unclassified or Attainment for all air quality measures.
- **Waters and Wetlands:** One perennial waterway, Slinkard Creek, flows alongside SR 89 from PM 0.2 to 1.8. Some freshwater emergent wetlands fall within 100 feet of the centerline of the highway between PM 1.45 and 1.65.
- **Special Status Species:** There is one special status specie, Cut-leaf Checkerbloom (*Sidalcea multifida*), is documented within a 2000 feet wide corridor centered along SR 89 listed in the California Natural Diversity Database (CNDDDB), roughly between PM 6.80/7.50.

Seg	Cultural Resources	Visual Aesthetics	Geology/Soils/Seismic	Floodplain	Air Quality				Waters and Wetlands	Special Status Species
					Ozone	PM		CO		
						2.5	10			
1	Med	Med	Low	Low	Unclassifiable/Attainment	Attainment/Unclassified	Unclassifiable/Attainment	Unclassifiable/Attainment	Med	Low

TABLE 7: ENVIRONMENTAL CONSIDERATIONS

CORRIDOR PERFORMANCE

The Corridor Performance table displays volume data for the Base Year (BY) 2013 and the Horizon Year (HY) 2033. Level of Service (LOS) was calculated using the Highway Capacity Manual (HCM) 2010

Segment #	1
Basic System Operations	
AADT (BY)	415
AADT (HY)	460
AADT: Growth Rate/Year	0.5%
LOS Method	HCM
LOS (BY)	A
LOS (HY)	A
LOS Concept	D
VMT (BY)	3150
VMT (HY)	3490
Truck Traffic	
Total Average Annual Daily Truck Traffic (AADTT) (BY)	25
Total Average Annual Daily Truck Traffic (AADTT) (HY)	28
Total Trucks (% of AADT) (BY)	6%
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	6
5+ Axle Trucks (as % of AADT)(BY)	0.9%
Peak Hour Traffic Data	
Peak Period Length	1
Peak Hour Direction	NB
Peak Period Time of Day	AM
Peak Hour Directional Split (BY)	55/45
Peak Hour (BY)	88
Peak Hour (HY)	97
Peak Hour VMT (BY)	668

TABLE 8: CORRIDOR PERFORMANCE



NEAR SLINKARD WILDERNESS STUDY AREA AT PM 4.7

KEY CORRIDOR ISSUES

SR 89 provides a consistent, high level of service for rural communities and for interregional movement of people and recreational travel connecting the eastern slope of the Sierra Nevada Mountains to other areas of California. The route is closed during the winter due to snow. Travelers must continue along US 395 into Nevada and connect via Nevada SR 88 or US 50 to reach destinations on the west side of the Sierra. Timely road opening following winter closures is noted in the Mono County Regional Transportation Plan. Routine pavement preservation projects, such as chip seals and thin blankets, will be placed once every 5-8 years and spot digouts to repair failed areas will be completed on as needed basis.

Depending on the availability of power (solar) and communication signals, a Roadway Weather Information System (RWIS) and a closed circuit television (CCTV) should be considered near the Mono/Alpine county line or near Monitor Pass in Alpine county. This would help provide real-time information so that informed decisions could be made regarding the pass closure and road conditions.

CORRIDOR CONCEPT

CONCEPT RATIONALE

No significant growth or development is anticipated in the rural communities served by SR 89. Recreational and interregional traffic are the major sources of traffic on the route. Recreational traffic may increase as the economy improves, but the overall numbers will continue to be among the lowest of any route in District 9. The concept for SR 89 for is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand.

PLANNED AND PROGRAMMED PROJECTS

Currently, there are no planned or programmed projects for SR 89.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose	Implementation Phase
1	Widen shoulders	MNO 0.00/7.59	Caltrans Recommendation	Operational Improvement	Long Term
1	Curve realignments	MNO 0.00/7.59	Caltrans Recommendation	Operational Improvement	Long Term
1	Centerline rumble strip	MNO 0.00/7.59	Caltrans Recommendation	Operational Improvement	Short Term
1	Paved turnouts	Various	Caltrans Recommendation	Operational Improvement	Long Term
1	RWIS, CCTV	Various	Caltrans Recommendation	Operational Improvement or System Management	Short or Long Term

TABLE 9: PROJECTS AND STRATEGIES

APPENDIX

APPENDIX A GLOSSARY OF TERMS AND ACRONYMS

Acronyms

2C – Two-Lane Conventional Highway
AADT – Annual Average Daily Traffic
AADTT – Annual Average Daily Truck Traffic
APL – Approved Project List
BLM – Bureau of Land Management
BY – Base Year
Caltrans – California Department of Transportation
CAPM – Capital Preventative Maintenance
CBD – Central Business District
CDFW – California Department of Fish and Wildlife
CDP – Census-Designated Place
CESA – California Endangered Species Act
CMS – Changeable Message Sign
CNPS – California Native Plant Society
CNDDB – California Natural Diversity Database
DFW – Department of Fish and Wildlife
ESA – Endangered Species Act
ESTA – Eastern Sierra Transit Authority
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
HCM – Highway Capacity Manual
HY – Horizon Year
IRRS – Interregional Road System Route
IUCN – International Union of Conservation of Nature
KPRA – Kingpin-to-rear-axle distance
LOS – Level of Service
MMTP – Multi-Modal Transportation Plan
MNO – Mono County
MPH – Miles per Hour
N/A – Not Applicable
NB – Northbound
PM – Post Mile or Particulate Matter
R – (prefix to Post Mile) Realigned
R/W or **ROW** – Right-of-Way
RMP – Resource Management Plan
RTP – Regional Transportation Plan
SB – Southbound
SDC – Seismic Design Category
SFHA – Special Flood Hazard Area
SR – State Route
SSC – Species of Special Concern
TCR – Transportation Concept Report
USFS – United States Forest Service
VMT – Vehicle Miles Traveled
YARTS – Yosemite Area Regional Transportation System

Definitions

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Base Year (BY) – The year that the most current data is available to the districts.

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Bottlenecks – A bottleneck is a location where traffic demand exceeds the effective carrying capacity of the roadway. In most cases, the cause of a bottleneck relates to a sudden reduction in capacity, such as a lane drop, merging and weaving, driver distractions, a surge in demand, or a combination of factors.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, state highway, bicycle/pedestrian/transit facility, grade separation, and new managed lanes.

Concept LOS – The minimum acceptable LOS over the next 20-25 years.

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed. It could be included in a general plan or in the unconstrained section of a long-term plan.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included as informational purposes and not analyzed in the TCR.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle/pedestrian/transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, and transportation demand/incident management.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

Horizon Year (HY) – The year that the future (20-25 years) data is based on.

Intermodal Freight Facility – Intermodal transport requires more than one mode of transportation. An intermodal freight facility is a location where different transportation modes and networks connect and freight is transferred (or “transloaded”) from one mode, such as rail, to another, such as truck.

ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

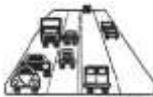
Level of Service (LOS) – Level of Service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:



LOS A describes free-flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F is a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, bus, bicycle, or equestrian.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Peak Period – Is a part of the day during which traffic congestion on the road is at its highest. Normally, this happens twice a day, once in the morning and once in the evening; the time periods when the most people commute. Peak Period is defined for individual routes, not a District or statewide standard.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long term plan, such as an approved Regional Transportation Plan (RTP), Capital Improvement Plan, or bond measure program.

Post-25 Year Concept – This dataset may be defined and re-titled at the District’s discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile – A post mile is an identified point on the State Highway System. Post mile values increase from the beginning of a route within a county to the next county line and start over again at each county line. Post mile values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The post mile at a given location will remain the same year after year. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established. If relocation results in a length change, "post mile equations" are introduced at the end of each relocated portion so that post miles on the remainder of the route within the county remain unchanged. Post miles are measured in miles.

Programmed Project – A programmed improvement or action is a project in a near term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Railroad Class I – The Surface Transportation Board (STB) defines a Class I railroad in the U.S. as a carrier having annual operating revenues of \$250 million or more. This class includes the nation’s major railroads. In California, Class I railroads include Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF).

Railroad Class II – STB defines a Class II railroad in the U.S. as having annual carrier operating revenues of less than \$250 million but more than \$20 million. Class II railroads are considered mid-sized freight-hauling railroad in terms of operating revenues. They are considered “regional railroads” by the Association of American Railroads.

Railroad Class III – Railroads with annual carrier operating revenues of \$20 million or less. The typical Class III is a short line railroad, which feeds traffic to or delivers traffic from a Class I or Class II railroad.

Route Designation – A route’s designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include, but are not limited to, National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Segment – A portion of a facility between two points.

System Operations and Management Concept – System Operations and Management Concept – Describe the system operations and management elements that may be needed within 20-25 years. This can include Non-capacity increasing operational improvements (Aux. lanes, channelization's, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV lane to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

TDM – Transportation Demand Management programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.

**APPENDIX B
FACTSHEET**

Segment 1: MNO PM 0.00 – PM 7.59



This segment of SR 89 begins at US 395 (MNO 395 PM 116.96), near the communities of Topaz and Coleville. It ascends the east side of the Sierra Nevada range, culminating at the Mono/Alpine County line. This is an undivided, two-lane conventional highway with a Minor Arterial classification. SR 89 is part of the Interregional Road System. There are no services (e.g. food and gasoline) along this segment.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose	Implementation Phase
1	Widen shoulders	MNO 0.00/7.59	Caltrans Recommendation	Operational Improvement	Long Term
1	Curve realignments	MNO 0.00/7.59	Caltrans Recommendation	Operational Improvement	Long Term
1	Centerline rumble strip	MNO 0.00/7.59	Caltrans Recommendation	Operational Improvement	Short Term
1	Paved turnouts	Various	Caltrans Recommendation	Operational Improvement	Long Term
1	RWIS, CCTV	Various	Caltrans Recommendation	Operational Improvement or System Management	Short or Long Term

Segment 1: MNO PM 0.00 – PM 7.59

Corridor Performance	Basic Systems Operations	AAADT (BY)	415
		AAADT: Growth Rate/Year	0.5%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	D
		VMT (BY)	3150
	Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	25
		Total Trucks (% AADT) (BY)	6
		5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	0.9
	Peak Hour Traffic Data	Peak Period Length	1
		Peak Hour Direction	NB
		Peak Hour Time of Day	AM
		Peak Hour Directional Split (BY)	55/45
		Peak Hour VMT (BY)	668

System Characteristics	Facility Type	C
	General Purpose Lanes	2
	Lane Miles	15.18
	Centerline Miles	7.59
	Shoulder Width	0.00-17.730
	Median Width	0-11
	Lane Width	None
	Passing Lanes	0-1 ft
	Distressed Pavement	0%
	Current ROW	Narrow shoulder - 100-400 ft widening needed
	TMS Elements	65-1 mph

Environmental Considerations	Cultural Resources	Med		
	Visual Aesthetics	Med		
	Geology/Soils/Seismic	Low		
	Floodplain	Low		
	Air Quality	Ozone	Unclassified/Attainment	
		PM	2.5	Unclassified/Attainment
			10	Unclassified/Attainment
	CO	Unclassified/Attainment		
Waters and Wetlands	Med			
Special Status Species	Low			

Route Designations and Characteristics	Freeway & Expressway		Yes
	National Highway System		No
	Strategic Highway Network		No
	Scenic Highway		Eligible(PM 0.00/3.24) Designated (PM 3.25/7.59)
	Interregional Road System		Yes
	High Emphasis		No
	Focus Route		No
	Federal Functional Classification		Minor Arterial
	Goods Movement Route		No
	Truck Designation		CA Legal Advisory
	Rural/Urban/Urbanized		Rural
	Regional Transportation Planning Agency		Mono County LTC
	Local Agency		Mono County
	Tribes	Federally Recognized	Bridgeport Paiute Indian Colony Tuolumne Band of Me-Wuk Indians Washoe Tribe of Nevada and California
		Non-Federally Recognized	Mono Lake Kutzadikaa
	Air District		Great Basin Unified Air Pollution Control District
	Terrain		Mountainous

Bicycle Facility	Post Mile	0.00-7.59
	Bicycle Access Prohibited	No
	Facility Type	None
	Outside Paved Shoulder Width	0-2 ft
	Posted Speed Limit	50 mph

Pedestrian Facility	Post Mile	0.00-7.59
	Pedestrian Access Prohibited	No
	Sidewalk Present	No

APPENDIX C RESOURCES

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Mono County Local Transportation Commission

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monocounty.ca.gov

P.O. Box 8
Bridgeport, CA 93517
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LTC Staff Report

TO: Mono County Local Transportation Commission

MEETING DATE: October 19, 2015 (postpone to November)

FROM: Grady Dutton, TOML Public Works Director

SUBJECT: Town of Mammoth Lakes LTC Projects

RECOMMENDATIONS: Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

ENVIRONMENTAL COMPLIANCE: Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

RTP / RTIP CONSISTENCY: All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

DISCUSSION:

<u>PROJECT</u>	<u>Design Features</u>	<u>STATUS</u>
<p><i>Safe Routes 2 School</i></p> <p>Middle School Elementary School Connector Path State Funds Local Funds</p>	<ul style="list-style-type: none"> • <i>Multiuse Path ADA accessible</i> • <i>Sidewalk Connection</i> 	<p>Town Staff assisted the School District in project management for their improvements, which enhanced coordination between MUSD and Town projects. Construction began 6/10/15 and was completed in mid-August in time for the School's first day of classes.</p>
<p><i>STIP TE Funds</i> <i>ATP Funds</i></p> <p>Minaret Road Gap Closure Project State and Federal Funds</p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path from near the Old Mammoth Road/Minaret Road intersection generally along the south side of Mammoth Creek to Mammoth Creek Park West. Staff requested preliminary engineering and environmental review funds. CTC approved the funds January 2013. Staff has received an ATP Grant in the amount of \$847,000 for Right-of-Way, design and construction.</p>
<p>Lake George Connector Path</p> <p><i>Sarbanes Transit in Parks FTA Grant Program</i></p> <p><i>Federal Funds</i></p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant to construct a class 1 connector path from the Lakes Basin Path at Pokonobe Lodge to Lake George Road. The project also included the purchase of a new Trolley and additional bike trailers, which have been procured. USFS has completed the NEPA documentation. Staff has completed design of the MUP and advertised the project October 16 with construction expected Summer 2016. Staff is currently soliciting bids for this project.</p>
<p>Rt 203 (West Minaret Rd) Sidewalk Safety Project</p> <p><i>STIP Funds</i></p>	<p>Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. The Town has selected a consultant for environmental and PS&E work. Staff is currently working with Caltrans to complete these phases.</p>

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Rt 203 (North Main St.) Sidewalk Safety Project</i> <i>STIP Funds</i> <i>Local Developer Funds</i>	Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street. Bike Lanes	Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. The Town has selected a consultant for environmental and PS&E work. Staff is currently working with Caltrans to complete these phases. Construction is scheduled for summer 2016

Mammoth Yosemite Airport

<u>Project</u>	<u>Design Features</u>	<u>Status</u>
<i>Wildlife Hazard Assessment and Management Plan</i> <i>FAA and PFC Funds</i>	<i>Prepare wildlife hazard assessment for airport and five mile radius.</i>	Wildlife study complete. FAA approval received May 2015. Wildlife Hazards Management Plan complete. Working with FAA for possible discretionary funds to construct in 2016 or 2017.

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: November 9, 2015

FROM: Garrett Higerd, Assistant Public Works Director

SUBJECT: Update on Mono County LTC Projects

RECOMMENDATIONS: Receive quarterly update from Mono County regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

ENVIRONMENTAL COMPLIANCE: Environmental compliance is determined during appropriate component of project development on a project by project basis.

RTP / RTIP CONSISTENCY: These projects are programmed in previous STIP cycles. Consistency with the RTP/RTIP was established at time of programming.

DISCUSSION: Status of current projects is as follows:

State Transportation Improvement Program (STIP)

<u>PROGRAMMED PROJECTS</u>	<u>DESIGN FEATURES</u>	<u>STATUS</u>
June Lake Streets Rehab (STIP)	Rehabilitation of the local streets in the community of June Lake.	Construction is complete and project is in the close-out phase. (\$3.415M)
Convict Lake Road Rehab (11.47% STIP Match & FLAP)	Rehabilitation of 2.75 miles of Convict Lake Road and addition of a 4-foot wide bicycle climbing lane from Highway 395 to the trailhead on the east side of the lake. Replacement of retaining walls.	Construction is nearing completion (within two weeks). The total cost of this project is estimated at \$5.688M.
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1.15M) is programmed for construction in FY 2017/18.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1.273M) is programmed for construction in FY 2018/19.

Federal Lands Access Program (FLAP)

<u>PROGRAMMED PROJECTS</u>	<u>DESIGN FEATURES</u>	<u>STATUS</u>
Rock Creek Road Rehab (Forest Highway Project)	Rehabilitation of 9.2 miles of Rock Creek Road and addition of a 4-foot wide bicycle climbing lane (8 miles in Mono County and 1.2 miles in Inyo County) from Highway 395 to the Hilton Lakes Trailhead.	Project complete.

Potential Future Projects

POTENTIAL PROJECTS	DESIGN FEATURES	POTENTIAL FUNDING OPPORTUNITIES
Twin Lakes Road	Widen and stripe Twin Lakes Road to include two bike 4-foot bicycle lanes. Estimated at over \$3,000,000	Federal Lands Access Program (FLAP) – The next call for projects will be January 2017. w/ STIP match? Active Transportation Program (ATP)?
Virginia Lakes Road		FLAP w/ STIP match?
McGee Creek Road		FLAP w/ STIP match?
County-Wide Preventative Maintenance Program - 2020/21	Perform preventative maintenance on roadways based upon Pavement Management System. Stripe and upgrade signage. Estimated at \$1.15M.	STIP
Mono City Streets Rehabilitation Project and Traffic Calming	Rehabilitate 2 miles of roads. Stripe and upgrade signage. Install traffic calming devices. Estimated at \$1,300,200	STIP
Crowley Lake Streets Rehabilitation Project	Rehabilitate 2.4 miles of roads. Stripe and upgrade signage. Est. at \$1.6M	STIP
Cunningham Bridge Replacement/Rehabilitation (Primarily Funded by Fed Highway Bridge Program - 11.47% Match)	Replace or rehabilitate an old wood truss bridge. Estimated at \$172,050 (match cost only)	Federal Highway Bridge Program (FHBP) w/ STIP match?
Eastside Lane Bridge Maintenance	Preserve existing bridge deck. Estimated at \$50,000	FHBP
Antelope Valley Streets Rehabilitation Project	Rehabilitate 17.4 miles of roads. Stripe and upgrade signage. Est. at \$11.5M	STIP
Traffic Calming, Signage, striping and guardrail Improvements	Locations to be determined	Highway Safety Improvement Program (HSIP)? Based on the Benefit/Cost Ratio requirements, we were not competitive for HSIP funding for the 2015 grant cycle and did not submit an application. Staff continues to monitor grant requirements and safety data for applicability to the next grant cycle.
Lower Rock Creek Road Guardrail	Install additional guardrail. Estimated at \$100,000	HSIP?

POTENTIAL PROJECTS	DESIGN FEATURES	POTENTIAL FUNDING OPPORTUNITIES
Safe Routes to School Project	Proposed Features for Bridgeport: <ul style="list-style-type: none"> • Upgrade/complete sidewalk sections, Curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system at School Street, Add pedestrian-scale, pedestrian street lights, Wayfinding, Benches Proposed Features for Lee Vining: <ul style="list-style-type: none"> • Removable curb extensions at US 395 crosswalks, Add pedestrian-activated crossing light system and safe harbor at First Street, Add pedestrian street lights, 	Active Transportation Program (ATP)? Based on the Benefit/Cost Ratio requirements, we were not competitive for ATP funding for the 2015 grant cycle and did not submit an application. Staff continues to monitor grant requirements and safety data for applicability to the next grant cycle. STIP?
June Lake Down Canyon Trail Project	June Lake Down Canyon trail, could be segmented into: <ul style="list-style-type: none"> • Gull Lake to June Mountain through campground • Lower part of Yost Lake trail through Double Eagle Resort to campground 	ATP? Tourism/Recreation?
Safe Routes to School Projects	Add pedestrian activated crossing light system at Highway 6 in Chalfant.	ATP? HSIP?
Owens Gorge Road Bike Lane	Construct new class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road.	ATP? Tourism/Recreation?

Mono County Projects

Project Name	Proj. Mgr.	EA	Phase	County	Route	PM	Program	Construction Cost (\$ in millions, escalated)	Comments/Status
Conway Guardrail	Brian McElwain (760) 872-4361	36470	Project Study Report	MNO	395	60.0/69.9	SHOPP	\$2.6	Remove existing guardrail and install Mid-West Guardrail. District Approval 6/11/15. Program concurrence 7/9/15. Begin environmental 7/1/16.
North Sherwin Shoulders	Brian McElwain (760) 872-4361	36070	Project Study Report	MNO	395	6.8/9.9	SHOPP	\$13.7	Widen shoulders to 10 feet just South of Toms Place. District approval 6/26/15. Waiting for funding
Lee Vining ADA	Brian McElwain (760) 872-4361	36550	Project Study Report	MNO	395	51.1/51.7	SHOPP	\$1.5	Reconstruct curb ramps, driveway openings, repair damaged and non-compliant sidewalk. District approval 6/11/15. Waiting for funding.
Lower Main Street Sidewalks	Brian McElwain (760) 872-4361	36690	Project Study Report	MNO	203	5.1/5.6	STIP	\$2.2	Oversight for the Town of Mammoth Lakes. Provide pedestrian and non-motorized facilities.
Sheep Ranch Shoulders	Cedrik Zemitis (760) 872-5250	35080	Environmental Studies	MNO	395	80.5/84.3	SHOPP	\$4.4	Add 8 foot shoulders and treat 4 rockfall locations. Environmental work completed with construction expected in 2017.
Aspen-Fales Shoulder Widening	Brian McElwain (760) 872-4361	34940	Environmental Studies	MNO	395	88.4/91.6	SHOPP	\$5.9	Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. Construction 2018.
McNally Shoulders	Brian McElwain (760) 872-4361	36460	Environmental Studies	MNO/INY	6	0.0/0.8, 4.3/8.4	SHOPP	\$3.8	Widen shoulders to 8 feet. District approval 6/26/15. Program concurrence 7/9/15. Begin environmental 7/1/16.
Inyo/Mono Rumble Strips & Signs	Cedrik Zemitis (760) 872-5250	36610	Environmental Studies	INY/MNO	var	Various	SHOPP	\$0.4	Install signs and rumble strip at numerous locations in Inyo and Mono County
Olancha/Cartago Four-Lane	Cedrik Zemitis (760) 872-5250	21340	Environmental Studies	INY	395	29.2/41.8	RIP, IIP	\$92.9 to \$128.4	Last 4-lane project in Inyo County. The Caltrans preferred alternative is a combination of Alternative 3 in the north and Alternative 4 in the south. A revised draft Environmental Document was circulated August 12 to October 10. A final Environmental Document is currently being written. Construction scheduled for 2018/19. Construction funding was programmed in the 2014 STIP so the project is fully funded.
N. Main St Sidewalk & Safety Project	Brian McElwain (760) 872-4361	36480	Environmental Studies	MNO	203	4.8/5.3	STIP	\$2.2	Oversight for the Town of Mammoth Lakes. Provide pedestrian and non-motorized facilities.
W. Minaret	Brian McElwain (760) 872-4361	36530	Environmental Studies	MNO	203	4.6/4.8	STIP	\$0.7	Oversight for the Town of Mammoth Lakes. Provide pedestrian and non-motorized facilities.
Poleline Right Turn Pocket	Brian McElwain (760) 872-4361	34670	Design	MNO	395	58.2	Minor	\$0.5	Construct a right turn pocket on US 395 at the junction with SR 167. Waiting for funding.
Virginia Lakes Turn Pocket	Brian McElwain (760) 872-4361	36420	Design	MNO	395	63.5	Minor	\$0.5	Widen shoulders and construct a northbound left turn pocket. Waiting for funding.
Green Lakes CAPM	Cedrik Zemitis (760) 872-5250	36060	Design	MNO	395	69.8/76.0	SHOPP	\$4.0	Rehabilitate pavement. Construction 2016.
Bridgeport Culverts	Cedrik Zemitis (760) 872-5250	34090	Design	MNO	395	77.0/87.0	SHOPP	\$1.5	Replace or repair 40 (or so) culverts north and south of Bridgeport. Construction in 2016.

Mono County Projects

Little Walker Shoulders	Cedrik Zemitis (760) 872-5250	35780	Design	MNO	395	93.4/95.7	SHOPP	\$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. Environmental Studies complete .
Walker CAPM	Brian McElwain (760) 872-4361	36430	Design	MNO	395	106.3/120.5	SHOPP	\$14.3	Cold in-place recycle pavement strategy from Walker to Nevada.
Inyo/Mono Bridge Transition Rail	Cedrik Zemitis (760) 872-5250	35690	Design	INY/MNO	var	Various	SHOPP	\$3.7	Upgrade barrier approach rail. Environmental complete Jan 2015, construction 2016.
Crestview Maintenance Truck Shed	Brian McElwain (760) 872-4361	35560	Design	MNO	395	34.1	Minor	\$2.2	A new truck shed at the Crestview MS
Lee Vining Truck Shed Remodel	Brian McElwain (760) 872-4361	35240	Construction	MNO	395	51.5	Minor	\$0.7	Remodel Truck Shed at the Lee Vining Maintenance Station. Construction ongoing.
Lee Vining Rockfall	Cedrik Zemitis (760) 872-5250	33500	Construction	MNO	395	52.1/53.7	SHOPP	\$6.0	Final Environmental Document complete July 2013; Revegetation test plots minor project underway. Construction began May 4. Contractor proposes to complete the project in one construction season. Phase 1 (slopes 1, 2, 5, and 6) is complete. Phase 2 (slopes 3 and 4) will begin as soon as possible in spring 2016.
South White Mountain Shoulders	Brian McElwain (760) 872-4361	35600	Construction	MNO	6	0.8/2.4	Minor	\$1.0	Widen shoulders to 8 feet. Construction is complete.

Blue font indicates 2016 SHOPP

Caltrans and Fish and Wildlife Urge Motorists to Be Alert During Watch Out for Wildlife Week

SACRAMENTO – Caltrans and the California Department of Fish and Wildlife (CDFW) remind motorists to remain alert for wildlife near roadways during Watch Out for Wildlife Week, which runs September 14-20.

“Motorists need to be alert when traveling through wildlife areas,” said Caltrans Director Malcolm Dougherty. “This will protect the public and animals, while helping reduce tragedies.”

Defenders of Wildlife, a national nonprofit organization dedicated to protecting native species and their natural communities, reports more than 200 people are killed nationally in collisions with deer, elk and other large mammals each year and estimates 1.5 million animals are hit each year.

The Watch Out for Wildlife campaign is supported by Caltrans, CDFW, Defenders of Wildlife and the Road Ecology Center at the University of California, Davis.

“Drivers may see more animals crossing roads and highways this year, as they need to travel farther than usual to find adequate food and water,” said Marc Kenyon, CDFW's Human-Wildlife Conflict Manager. “This is just one of many reasons to give driving our complete attention when we’re on the road. Only drivers can prevent collisions with animals, by being careful and paying attention.”

Caltrans, CDFW and Defenders of Wildlife offer a few tips for motorists:

- Be especially alert when driving in areas frequented by wildlife, and reduce your speed so you can react safely.
- Pay particular attention when driving during the morning and evening, as wildlife are most active during these times.
- If you see an animal cross the road, know that another may be following.
- Don’t litter. The odors may entice animals to venture near roadways.

Here are a few examples of what Caltrans, CDFW and their partners are doing to reduce wildlife- vehicle collisions and improve ecological sustainability:

Highway 101, Los Angeles County

Caltrans is currently in the process of partnering to develop a project that will provide a dedicated wildlife passage across Highway 101 near Liberty Canyon Road in Agoura Hills. The proposed structure would traverse an eight-lane freeway and connect the Santa Monica Mountains and the Simi Hills, helping to protect the genetic integrity of wildlife in both areas.

Highway 89, Sierra County

Caltrans proposes to construct two wildlife undercrossings and accompanying directional fencing on Highway 89 in Sierra County. This section of highway was identified as a high priority during a wildlife corridor analysis, and data shows that it is within the migratory routes of deer and other wildlife.

Highway 193, Placer County

Caltrans will be starting construction on a mile-long curve correction project on rural Highway 193 in Placer County between Lincoln and Newcastle, including a wildlife undercrossing in the project design.

Highway 246, Santa Barbara County

Highway undercrossings have been designed to facilitate California tiger salamander passage between breeding ponds and upland habitat on opposite sides of Highway 246. Six under-crossings are proposed and will consist of 8-foot corrugated metal culverts spaced approximately 150 feet apart. The California tiger salamander is listed under both the state and federal Endangered Species Acts. In addition to the design and implementation of these six undercrossings, Caltrans has proposed a five-year study to assess their efficacy.

Highway 118 Culverts Project, Ventura County

The proposed project includes the improvement of six undercrossings along Highway 118 which are key for wildlife movement from the Santa Susana Mountains to Las Posas Valley. It also will add rip-rap ramps which allow wildlife to scale the high ledges under culverts which have proved to be barriers for wildlife crossings in the area. Other improvements will also consist of one-way gates for wildlife and fencing.

Highway 126 Wildlife Corridor Study

The study entails identifying likely pathways for wildlife to cross Highway 126 in Ventura and Los Angeles counties, determining how these pathways are negatively affected by the road and surrounding land development and developing options for mitigation of these impacts. This road is critical because it is currently one of the largest obstacles affecting the movement of wildlife between the Santa Monica

Mountains to the south, and the Los Padres National Forest to the north. This linkage is one of the most important and imperiled natural connections in Southern California.

Research conducted by U.S. Geological Survey and Western Transportation Institute

Caltrans has contracted with the U.S. Geological Survey and Western Transportation Institute at Montana State University to conduct research that will provide information on the efficacy of wildlife crossings for special-status amphibians and reptiles. This work will help Caltrans practitioners select materials and designs for amphibian and reptile crossings that are durable and promote the sustainability of the transportation infrastructure, as well as ecological sustainability.



NEWS RELEASE

Date: Oct. 8, 2015
District: 6 (Fresno)
Contact: Tami Conrado
Phone: (559) 488-4082
Contact: Tamie McGowen
Phone: (916) 657-5060

FOR IMMEDIATE RELEASE

Roundabouts Becoming an Increasingly Popular Intersection Alternative

Kern County – Caltrans plans to construct as many as 20 new roundabouts in the Central Valley in the near future—the latest being the Reservation Road Roundabout in the city of Porterville. But as transportation agencies nationwide, including Caltrans, are adopting roundabouts as a safer, more sustainable intersection alternative, drivers are still a bit hesitant to embrace the change.

In this News Flash, Caltrans talks to local residents nearly a year after the construction of the Kerman Roundabout and explores the many benefits of this type of intersection. The video can be viewed at: <https://youtu.be/JqjX7jN0eaY>

This News Flash is the 49th in a series of videos highlighting Caltrans' activities that keep California's transportation system moving forward.

For more information, check out our social media at: www.dot.ca.gov/socialmedia.

Find more Caltrans News Flash videos via Twitter by searching the hashtag #CaltransNewsFlash.

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