Mono County
Local Transportation Commission

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AGENDA

June 9, 2014 – 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 May 12, 2014 **– *p. 1***

4. **ACTION ITEMS:**
   A. Adopt Resolution R14-09 directing staff to incorporate the North County Passing Lanes into the Regional Transportation Plan as an MOU project *(Gerry Le Francois)* **– *p. 5***
   B. Adopt Resolution R14-10 approving Local Transportation Fund (LTF) allocations & apportionments *(Megan Mahaffey)* **– *p. 7***
   C. Adopt Resolution R14-11 approving State Transit Assistance (STA) allocations & apportionments *(Megan Mahaffey)* **– *p. 12***
   D. Authorize LTC executive director to execute Regional Surface Transportation Program (RSTP) Federal Exchange Program *(Megan Mahaffey)* **– *p.22***
   E. Authorize LTC executive director to sign Overall Work Program Agreement and certification & assurances **– *p. 29***

5. **COMMISSIONER REPORTS**

6. **ADMINISTRATION:** No items

7. **LOCAL TRANSPORTATION:**
   A. Coordination of Rock Creek Road rehabilitation with Southern California Edison *(Garrett Higerd)* **– *p. 30***

8. **TRANSIT**
   A. Eastern Sierra Transit Authority (ESTA)
      1. Overview of proposed 2014-15 transit services
      2. Update
   B. Yosemite Area Regional Transportation System (YARTS) update

9. **CALTRANS**
   A. Report activities in Mono County & provide pertinent statewide information
   B. Transportation Concept Report (TCR) for US 395 in Kern, Inyo, and Mono counties **– *p. 32***
   C. Transportation Concept Report (TCR) for SR 158 (June Lake Loop) **– *p. 64***

More on back…

10. **INFORMATIONAL**
    A. Active Transportation Program grant submittals **– *p. 113***
    B. LTC Handbook revision **– *p. 114***

11. **UPCOMING AGENDA ITEMS:** 1) Highway wildlife accident data

12. **ADJOURN** to July 14, 2014

13.

***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

May 12, 2014

COUNTY COMMISSIONERS: Tim Fesko, Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Jo Bacon, Sandy Hogan, Matthew Lehman

COUNTY STAFF: Scott Burns, Stacey Simon, Jeff Walters, Gerry Le Francois, Wendy Sugimura, Garrett Higerd, Megan Mahaffey, Nancy Mahannah, C.D. Ritter

TOWN STAFF: Peter Bernasconi, Haislip Hayes

CALTRANS: Ryan Dermody, Stephen Winzenread

ESTA: Jill Batchelder

GUESTS: Tim Hansen, Robert Davis, Brooke Bien, Lois Klein

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Jo Bacon called the meeting to order at 9:02 a.m., and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** Robert Davis and Brooke Bien (Mammoth Unified School District) showed changes in school parking and traffic control due to daily traffic bottleneck. Haislip Hayes cited traffic flow in parking lot as a problem. Isolate parking for staff, visitors and parents from traffic flow, add roundabouts. Have two lanes each for entrance and exit. Hayes saw circulation issue turn into safety project. Add sidewalks for student access. In-town bus for elementary only; afternoon bus home for Mammoth and Crowley students. Reduced number of stops at central pickup points. Two new traffic/parking schemes were proposed.

Johnston proposed a less-costly scheme. Davis wanted to get LTC involved. IMACA talked of possible relocation sites, but nothing definite. IMACA owns its building, separate from school.

Nancy Mahannah indicated Head Start has 20 kids, plus quite a waiting list. She had concern with off- campus move due to relationship of low-income parents with school. Squeaky wheels shouldn't run the show, she said.

3. **MINUTES:**

> ***MOTION:*** Approve minutes of April 14, 2014, as amended: Commissioner Reports, 1) line 5: Sequoia/Kings wants two-year pilot program ***of its own.*** 2) Last line: …another four-lane project ***utilizing Interregional Transportation Improvement Program (ITIP)*** is unlikely. *(Fesko/Hogan. Ayes: 5. Abstain due to absence: Lehman.)*

4. **ACTION ITEMS:**

A. **Unmet Transit Needs:** Wendy Sugimura included public comments in new table. Funding new service means taking away from other services.

Commissioner Stump asked about identified need that is not reasonable to meet. *It's carried forward till funding is available; not forgotten, put into other documents.* Stump asked if there's a way to memorialize needs. *No docs on annual basis.* Scott Burns cite a short-range transit plan every five years. Commissioner Hogan indicated plans don't sit on a shelf, but are used by transportation planners. Grants need references. Burns noted Sugimura started with last year's list. *Only projects in coordinated transit plan were considered, funneled toward funding sources.*

> ***MOTION:*** Adopt Resolution R14-06 on Unmet Transit Needs. *(Johnston/Hogan. Ayes: 6-0.)*

B. **Overall Work Program (OWP) budget amendment:** Megan Mahaffey presented changes to tables.

> ***MOTION:*** Adopt Minute Order M14-04 authorizing 2013-14 Overall Work Program (OWP) budget amendment *(Fesko/Lehman. Ayes: 6-0.)*

C. **Cal-OES Transit Security Grant Program project:** Wendy Sugimura described application that basically improves security of transit operations with solar bus stop lighting in Mammoth. Where is lighting? Jill Batchelder indicated stops with just a pole, withstand wind, shields for Dark Sky Regulations. Commissioner Johnston noted lights along Meridian are very bright, unshielded. Don't use.

MOTION: Adopt Resolution R14-07 approving FY 13-14 Cal-OES Transit Security Grant Program project *(Johnston/Lehman. Ayes: 6-0.)*

D. **Inyo-Mono Counties Coordinated Public Transit Human Services Transportation Plan:** Jill Batchelder noted 50-50 Inyo/Mono split. "Coordinated plan" is updated every five years. Commissioner Johnston suggested legend on p. 49 needs another category, different colors to differentiate better. Compiled through ESTA? Batchelder cited coordinated community meetings and survey. ESTA board did not approve. Commissioner Hogan saw it as an excellent reference. Mobility manager position on wish list? Batchelder confirmed. Commissioner Stump wondered if Mono workers who live in NV were counted. Scott Burns indicated Census data are a sample, not necessarily as strong as would like.

MOTION: Adopt Resolution R14-08 approving Update *(Johnston/Hogan. Ayes: 6-0.)*

5. **COMMISSIONER REPORTS: Stump:** Follow-up with Lt. Cohen of CHP on SWITRS. Get accurate data set from all sources for real picture of deer slaughter, especially SR 203 to Crowley. **Hogan:** Motorcyclists and cars hit deer, too. Trails meetings included Ormat presentation on 16 proposed wells. **Johnston:** Testified among 100 at California Air Resources Board April 24 on adding Inyo and Mono counties to "not exempt" category. Moved deadline on replacement. Diesel filters work if maintained properly. Add mechanic instead of equipment. Great Basin has funding source of $1.3 million for wood stove replacements to improve air quality. Wildlife: Near-human fatalities in areas discussed at LTC. Favored geothermal, but not at expense of drinking water. Air pollution control officer urged adequate mitigation. CEQA was conducted on all issues (air and water). Stump: Components could be challenged. Johnston: MCWD is working hard. **Fesko:** Hats off to Caltrans for reopening Tioga and Sonora passes. Big difference to businesses. **Bacon:** Low-cost option to Whitmore Pool by ESTA.

6. **ADMINISTRATION**

A. **Legal opinion on LTC composition:** Stacey Simon started with how Caltrans participates in LTC. Nothing new in terms of law. Some transportation agencies are governed by federal law. Staff conducted survey on similar LTCs and provided new handout. Five LTCs have Caltrans member as ex officio, 16 do not. RTPAs? Many of the other RTPA's had different legislation than LTCs that Mono County falls under. Bulk had Caltrans rep appointed by governor. Conclusion: County or Town has appointing authority to make Caltrans a voting member, but would need to remove one of the current Town or County members to do so. Only caveat is concern of conflict of interest, incompatible offices, etc. If governor appoints to the other RTPAs, then there is strong inference it does not. Can request opinion from AG's office on incompatible offices. Anyone at table might have conflict of interest and recuse self. Neither 1090 nor political reform act prevent appointment of Caltrans rep. Seventh member: Majority interpreted that as if no transit district or member from transit operators. Unclear if no transit district. Bias toward majority read.

B. **LTC Handbook clarification on Caltrans participation on LTC:** Scott Burns noted LTC has always enjoyed its partnership with Caltrans and could formalize good working relationship by removing confusing language. Caltrans is a state agency. Commissioner Fesko wondered why ESTA's not sitting here, and did not see real benefit of Caltrans sitting at the table. Commissioner Hogan noted it would be conflict of interest to have ESTA sitting at the table, as LTC contracts with ESTA. Commission always listens with same respect wherever people sit. Ryan Dermody stated Caltrans sees it as a benefit, and it's happening throughout California. He recalled many times refraining from speaking on inaccuracies when seated in audience. Fesko thought nobody in audience should have to refrain from speaking. Fesko asked for an example. Dermody knew background on a permit issue stated by a staff member that portrayed Caltrans negatively, and that's not what happened. Project discussions sometimes are controversial, and Caltrans brings technical skill to table. Commissioner Hogan saw LTC as formal, yet informal, allowing any comment at any time from audience. Caltrans is our technical advisor. Commissioner Bacon cited purse strings also. Fesko thought purse strings made an even bigger conflict and didn't want Caltrans to influence the discussion. Bacon thought it would shorten timeline for LTC staff to negotiate with Caltrans staff. Commissioner Johnston noted Town could appoint Caltrans. Bacon indicated Hallenbeck said that he did not want to be appointed. Johnston was

proponent of seventh member to eliminate potential for tie votes. Commissioner Stump thought that if Caltrans sees a difference, that's good enough. Can't get anywhere in county without utilizing state highways. Caltrans identified need to facilitate input. Fesko asked if sitting at table would give more weight that could intimidate LTC commissioners. Stump hoped that commissioners were not that weak-minded. Dermody noted that Caltrans wants to strengthen partnerships. Opportunity to sit at table could bring discussion to another level. Integrate conversation of candid comments at table. Hogan noted staff could bring up corrections, but audience input might be based on opinions or rumors, not fact. Tim Hansen recalled public complaints about road closures, bad feelings, stuff not true. If Caltrans had been able to speak truth at the table rather than sit in the audience, maybe problems could have been avoided. Bacon noted Hogan is an "outside member." Johnston suggested review in a year, see how it's working.

MOTION: Approve LTC Handbook changes. *(Stump/Hogan. Ayes: 6-0.)*

7. **LOCAL TRANSPORTATION:** No items

8. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA):** Shoulder season: Red Line every 30 minutes. Summer: Lakes Basin trolley starts May 24, with 17-bike trailer + three racks on trolley. Town trolley will run 30 minutes, then 20 minutes. Whitmore trip included. Phone check on arrival times will be available by June.

B. **Yosemite Area Regional Transportation System (YARTS):** Scott Burns indicated Fresno COG moving forward next year. June 1 is start date for eastside YARTS.

9. **CALTRANS**

A. **Potential Memorandum of Understanding (MOU) project:** Ryan Dermody cited MOUs with Inyo, Kern, and sometimes San Bernardino. Mono LTC needs to select an MOU project to start work on the Project Study Report (PSR) in July of 2015, construction would be around the year 2026. With PSR on shelf, can look for other pots of money. Once LTC decision is firm, set long-term goal to accomplish. Commissioner Johnston was on LTC in mid-1990s. Sending big money south was very productive for a long time. Leverage as much as possible. AGENDA: Memorialize decision next meeting. Minute order too.

Commissioner Stump asked if LTC could pick two at same cost as North Conway passing lanes. Dermody indicated it would be OK to combine projects. The PSR will have several alternatives.

Chair Bacon left at 10:40 a.m. for another meeting & passed gavel to Vice-Chair Stump.

Johnston recalled a truck going 25 mph uphill at the North Conway location, with five or six cars behind. One car passed on double yellow all the way up. Probably 10 passing zones exist in Bridgeport Valley, straightaways; maybe eligible for other funding. If North Conway bottleneck is not fixed now, it likely will never get done. Leverage funding sources. Johnston viewed people passing illegally in Bridgeport Valley as accidents waiting to happen, but Commissioner Fesko thought people pass where they want to, whether legal or not.

Commissioner Lehman cited rocks as problematic on North Conway. Seems like a lot of money. People speed, do what they're not supposed to – it's not the lanes. He never saw big issue north of Bridgeport.

Fesko cited an 18-mi stretch of no passing lanes from the bottom of the North Conway four lanes to the Devils Gate four lanes. Bridgeport townsite became de facto passing lanes due to no safe passing north. He suggested combining projects to create overall major benefit to two big areas, not just one. Commissioner Hogan mentioned all that money for very short stretch. Traveling to Tahoe every two weeks since 1986, she thought maybe three minutes were added to uphill. Go with two projects. Stump wanted public input. Tim Hansen, a professional truck driver who worked for Caltrans, claimed it's about safety, period and that the North Conway project should be the priority. Financial constraints exist. Dermody noted rockfall on North Conway would have to rise to level of accidents to address a rockfall-only project. After more discussion and several failed motions, a combination of projects was selected:

MOTION: Combine and rename Bridgeport Passing Lanes + North Conway. *(Hogan/Fesko. Ayes: 4. No: Lehman. Absent: Bacon.)*

DISCUSSION: Ryan Dermody asked if LTC wants to lock down its entire STIP budget for this MOU project in future cycles. Gerry Le Francois stated Interregional Transportation Improvement Program (ITIP) money may not be there, renegotiate MOUs for lower percentage. Garrett Higerd suggested taking away one or two funding cycles. Le Francois recalled $8 million set aside for Olancha-Cartago. Inyo's projects are off the table a couple cycles. Commissioner Stump wondered if pavement maintenance funds could disappear. Commissioner

Johnston recalled that California Transportation Commission liked MOUs, didn't scrutinize Mono's local projects. Le Francois reminded Mono committed $17 million to 2014 RTIP.

Dermody stated Caltrans is developing a work plan, and today is the target date to make a decision on an MOU project.

Johnston saw no overwhelming need for passing lanes in other areas and predicted North Conway, biggest bottleneck, would never get fixed if not a priority today. Commissioner Fesko asked, "Never?" Johnston clarified, "In our lifetimes." Commissioner Hogan described that as just an opinion. Why not State Highway Operation & Protection Program (SHOPP)? Dermody noted all three projects could be SHOPP if they met certain criteria like the Highpoint project. Hogan stated economics go up and down, nothing happens overnight, and public works is a slow process.

B. **Statewide Integrated Traffic Records System (SWITRS):** Ryan Dermody introduced Stephen Winzenread, who discussed the database used by all enforcement agencies. Reports must be taken and submitted. Current two-year backlog and existing data are dated. Dermody asked if submittal must be by law enforcement. *Yes. Dispatchers receive records, but driver not reporting doesn't get into system.* Commissioner Johnston thought a deer hit by someone should be reported as an accident. *System is set up for law agency to report.* Johnston stated California Department of Fish & Wildlife investigates. Dermody noted Caltrans is creating its own database in addition to SWITRS, but how does it get into SWITRS for whole picture? Commissioner Hogan suggested setting up system of accident reporting. Commissioner Stump noted sheriff does not enter into SWITRS due to concern of double entry. Highway incidents are California Highway Patrol (CHP) responsibility. Peter Bernasconi stated Mammoth police no longer take accident reports unless injury occurs. Stump noted counter reports are not entered, and CHP Lt. Cohen said only officer-driven reports enter SWITRS. Hogan recalled that Mono does dispatch for MLPD, so maybe focus on dispatchers. Stump acknowledged diverse data sets. Johnston thought it should be an IT solution. Dermody thought accidents on County roads need to be reported to SWITRS. AGENDA: Working group, include IT.

C. **Caltrans policy for special events:** Commissioner Johnston recalled that Caltrans required additional signage for Bridgeport's July 4 parade. Eastern Sierra Council of Governments (ESCOG) noted all parade sites were affected. New signs, engineer sign-off. Stephen Winzenread recalled local agencies had been eliminated from handling traffic. Traffic Control Plans Must be signed and stamped by civil engineer. Encroachment manual changed now, so local traffic control is OK. Commissioner Fesko cited $3,000 spent on signs. Jeff Walters suggested using signs approved by Caltrans. Johnston thought Caltrans and Mono should discuss, get with ESCOG. Walters noted Caltrans assisted with manpower and materials in past, but no longer due to liability issues, funds for private event. Chamber needs to acquire signs. Commissioner Stump asked about statewide or district change on equipment loaning. No gift of public funds if equipment is returned by governmental entity. Caltrans needs to clarify policy to accommodate local needs. Dermody asked about letter to respective boards as a way to disseminate the information. Johnston suggested a report to ESCOG.

D. **Activities in Mono County & pertinent statewide information:** Storms have been great for bringing water, but close passes. Passes open and close, open and close.

10. **QUARTERLY REPORTS** *(question/answer format)*

A. **Town of Mammoth Lakes:** Peter Bernasconi reviewed projects under way. Commissioner Hogan asked if Measure R funds were designated for Waterford Gap. *No.*

B. **Mono County:** Garrett Higerd mentioned new engineer Paul Roten and then outlined projects, noting Federal Highway Administration is fast-tracking Convict Lake Road. Edison discovered power cable to upper Rock Creek Road facilities is in bad shape, need to replace underground all nine miles (almost solid granite), with six weeks to devise plan and three to four months of construction. If can't coordinate, would mean saw cut entire road. Huge issue. Roten encouraged solar utilities. Commissioner Stump recommended that fiber optics be included if conduit is installed.

C. **Caltrans:** Chart showed Mono County projects.

Commissioner Hogan commended knowledgeable people working on quarterlies.

11. **UPCOMING AGENDA ITEMS:** 1) Vote on MOU; 2) LTF fund; 3) coordinate SWITRS; 4) special events.

12. **ADJOURN** at 12:08 p.m. to June 9, 2014.

Prepared by C.D. Ritter, LTC secretary

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Staff Report

June 9, 2014

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

SUBJECT: North County Passing Lanes

RECOMMENDATION:
Adopt Resolution R14-09 selecting the North County Passing Lanes as Mono LTC's Memorandum of Understanding (MOU) project eligible for shared funding with Inyo LTC, Kern COG and Caltrans, and directing staff to incorporate into the Regional Transportation Plan (RTP) update.

FISCAL IMPLICATIONS: This project would be eligible for future programming in the Regional Transportation Improvement Program (RTIP) and eligible for joint funding via the MOU.

ENVIRONMENTAL COMPLIANCE:
N/A

DISCUSSION:
At the May 12 meeting, the commission recommended moving forward with the Bridgeport and North Conway Passing Lanes, or North County Passing Lanes, as our MOU project. In the Regional Transportation Plan this project will be added as the LTC's highest priority for future MOU funding.

The remaining MOU projects are:

- Olancha Cartago four-lane;
- Freeman Gulch segment 1 four-lane;
- Freeman Gulch segment 2 four-lane;
- Freeman Gulch segment 3 four-lane; and
- North County Passing Lanes.

ATTACHMENT:

- Resolution R14-09

RESOLUTION R14-09
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION SELECTING THE NORTH COUNTY PASSING LANES AS A MEMORANDUM OF UNDERSTANDING (MOU) PROJECT

WHEREAS, the Mono County Transportation Commission (LTC) is the Regional Transportation Planning Agency for Mono County; and

WHEREAS, the LTC has supported and funded numerous MOU projects through the Regional Transportation Improvement Program (RTIP) on the US 395 and SR 14 corridors; and

WHEREAS, the LTC has identified the North County Passing Lanes as a priority for project development and future funding via the MOU.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby directs staff to include the North County Passing Lanes as an MOU project in the Regional Transportation Plan update and requests Caltrans District 9 to initiate supporting efforts for this MOU project.

PASSED AND ADOPTED this 9th day of June 2014, by the following vote:

Ayes:
Noes:
Abstains:
Absent:

_____
Jo Bacon, Chair
Mono County Local Transportation Commission

Approved as to form:

_____
Stacey Simon, Assistant County Counsel

Attest:

_____
C.D. Ritter, Secretary

COUNTY OF MONO

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Megan Mahaffey
Financial Analyst

June 9, 2014

To: Mono County Local Transportation Commission

From: Megan Mahaffey, Financial Analyst

RE: **2014-15 Local Transportation Funds Allocation**

RECOMMENDED ACTION:
Approve Resolution R14-10 authorizing and allocating Local Transportation Funds for 2014-15 fiscal year.

DISCUSSION:
Annually, the Director of Finance is required to provide the Local Transportation Commission (LTC) with estimates for the Local Transportation Fund revenue for the next fiscal year. For 2014-15, the Assistant Director of Finance estimates the revenue to be $592,235. Staff estimates rollover to be $86,250 from the Reserve and an additional $10,000 for revenues above projections, for a total available balance for allocation of $688,485.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on direction from the commission, staff proposes the attached Resolution R14-10.

If there are any questions regarding this item, please contact Megan Mahaffey at 760.924.1836.

ATTACHMENTS:
- 2014-15 Estimated Actuals
- 2014-15 proposed budget
- Resolution R14-10

2014/15
LTF ESTIMATES

		Budget	
Reserve forward + unbudgeted revenue	$	86,250	
LTF Estimated Revenue above projections	$	10,000	
Estimated 2014/15 Revenue	$	592,235	
Estimated Total Revenue	**$**	**688,485**	
Specific Allocations			
Reserve-15%	$	103,273	
Administration	$	10,000	
Annual Audit	$	10,000	
Bike Path-2% of balance	$	11,304	3 Year maximum allocation
ESTA-CTSA <5% of bal	$	20,700	201415 = TOML year 1
Senior Services	$	20,000	
YARTS	$	30,000	
ESTA 395 Routes allocation	$	91,000	
Remaining Balance	**$**	**392,208**	
ESTA - Town of Mammoth Lakes 58%	$	227,481	
ESTA - Mono County 42%	$	164,727	

LTF Allocations

	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	11 Year Average	% of total
July	$ 38,500.00	$ 46,700.00	$ 39,100.00	$ 31,700.00	$ 29,200.00	$ 30,300.00	$ 34,900.00	$ 38,700.00	*$ 38,000.00*	**$38,892**	**6.39%**
August	$ 51,300.00	$ 62,300.00	$ 52,200.00	$ 37,500.00	$ 38,900.00	$ 40,400.00	$ 46,500.00	$ 51,600.00	*$ 50,000.00*	**$49,728**	**8.17%**
September	$ 82,045.59	$ 41,932.66	$ 59,991.00	$ 52,438.20	$ 48,259.74	$ 67,356.29	$ 69,720.18	$ 58,333.34	*$ 55,000.00*	**$54,675**	**8.98%**
October	$ 38,900.00	$ 55,300.00	$ 53,400.00	$ 45,300.00	$ 40,700.00	$ 45,500.00	$ 50,900.00	$ 50,500.00	*$ 50,000.00*	**$50,677**	**8.32%**
November	$ 120,300.00	$ 73,700.00	$ 71,200.00	$ 51,300.00	$ 54,200.00	$ 60,600.00	$ 67,800.00	$ 67,300.00	*$ 60,000.00*	**$68,759**	**11.29%**
December	$ 51,260.63	$ 57,837.16	$ 54,560.37	$ 44,741.37	$ 64,014.70	$ 59,606.15	$ 42,976.26	$ 49,973.29	*$ 50,000.00*	**$48,459**	**7.96%**
January	$ 51,900.00	$ 48,700.00	$ 43,100.00	$ 36,100.00	$ 31,200.00	$ 36,100.00	$ 38,900.00	$ 37,800.00	*$ 38,000.00*	**$44,123**	**7.25%**
February	$ 69,200.00	$ 64,900.00	$ 47,300.00	$ 48,200.00	$ 41,600.00	$ 48,100.00	$ 51,800.00	$ 50,400.00	*$ 41,000.00*	**$55,587**	**9.13%**
March	$ 55,585.60	$ 46,389.17	$ 52,099.01	$ 24,821.57	$ 64,440.36	$ 58,082.44	$ 42,235.58	$ 62,547.00	*$ 50,235.00*	**$46,977**	**7.71%**
April	$ 56,300.00	$ 48,900.00	$ 44,800.00	$ 35,100.00	$ 43,000.00	$ 41,300.00	$ 40,400.00	$ 43,200.00	*$ 45,000.00*	**$47,923**	**7.87%**
May	$ 75,000.00	$ 65,200.00	$ 48,100.00	$ 51,300.00	$ 63,100.00	$ 55,000.00	$ 53,900.00	$ 57,600.00	*$ 50,000.00*	**$58,052**	**9.53%**
June	$ 39,133.49	$ 55,315.44	$ 29,006.27	$ 67,027.06	$ 27,264.49	$ 41,344.72	$ 57,346.87	*$ 30,000.00*	*$ 65,000.00*	**$45,057**	**7.40%**
Total	$ 729,425.31	$ 667,174.43	$ 594,856.65	$ 525,528.20	$ 545,879.29	$ 583,689.60	$ 597,378.89	$ 597,953.63		**$608,910**	**100.00%**
Estimates	*$ 641,500.00*	*$ 670,000.00*	*$ 630,000.00*	*$ 580,000.00*	*$ 580,000.00*	*$ 497,000.00*	*$ 560,000.00*	*$ 575,000.00*	*$ 592,235.00*		
Estimated year end					$ 45,489.94	$ 48,640.80	$ 49,781.57	$ 49,829.47			
					$ 545,879.29	$ 583,689.60	$ 597,378.89	$ 597,953.63			

RESOLUTION R14-10
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION APPORTIONING AND ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2014-15

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion and allocate Local Transportation Funds (LTF); and

WHEREAS, the County Auditor has estimated that **$592,235** of MCLTC moneys will be available for apportionment in fiscal year **2014-15**, staff estimates that an additional **$86,250** of prior year reserve rollover and an additional **$10,000** for LTF revenues above projections, for a total apportionment of **$688,485**; and

WHEREAS, in accordance with the adopted MCLTC Handbook, a reserve of 15% of the budgeted allocation will be established, totaling **$103,273**; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 1:

- In accordance with the adopted MCLTC Overall Work Program, **$10,000** of LTF has been committed to LTF auditing and **$10,000** to administration per 99233.1; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 3:

- Based upon prior action of the MCLTC, and in accordance with 99233.3 of the Transportation Development Act, 2% of the remaining LTC, or **$11,304**, will be "set aside" for bike path construction. The **2014-15** apportionment and allocation is the **first year** of a three-year allocation to Town of Mammoth Lakes; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 6:

- In accordance with 99233.7 of the Transportation Development Act, **$20,700** (less than 5% of the remaining LTF), is available for administration for ESTA serving as the Mono County Consolidated Transportation Service Agency (CTSA); and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 7:

- **$20,000** of LTF will be allocated and apportioned to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults,
- **$30,000** of LTF will be allocated and apportioned to YARTS for operating costs; and
- **$91,000** will be allocated and apportioned for the 395 Routes Service (TDA Section 99262).

WHEREAS, the LTC has accepted the pending ESTA-proposed Mono County and Town of Mammoth Lakes transit system budget of **$399,135** for FY **2014-15**; and

WHEREAS, the remaining available LTF moneys, **$392,008,** will be split 58% for the Town of Mammoth Lakes and 42% for Mono County; and

WHEREAS, if revenues still exceed projections, the following allocations and apportionments will apply:

- 15% to be placed in reserve
- 49.3% (58% of balance) to the Town of Mammoth Lakes

- 35.7% (42% of balance) to Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2014-15** LTF moneys as follows:

1. **$103,273** into reserve
2. **$10,000** for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
3. **$10,000** for LTC administration for the LTF, Public Utilities Code 99233.1
4. **$11,304** or 2% of remaining LTF moneys for bicycle path "set-aside" to Mono County.
5. **$20,700** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7.
6. **$20,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit dependent adults.
7. **$30,000** is apportioned and allocated to YARTS for FY **2014-15** for operating costs.
8. **$91,000** is apportioned and allocated to ESTA for the CREST service (TDA Section 99262).
9. **$392,208** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations **(Town $227,481; County $164,727)**.

BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate **2014-15** LTF moneys in excess of budget projections as follows:

1. The following split will be used:
    a. 15% to be placed in reserve
    b. 49.3% (58% of balance) to the Town of Mammoth Lakes
    c. 35.7% (42% of balance) to Mono County

BE IT FURTHER RESOLVED that this action is taken in conformance with the Mono County Regional Transportation Plan (RTP) and with the commission's earlier action defining current "Unmet Needs" and that are "Reasonable to Meet."

PASSED AND ADOPTED this 9th day of June 2014, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

_____
Jo Bacon, Chair
Local Transportation Commission

ATTEST:

_____
C.D. Ritter, Secretary

Mono County
Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

June 9, 2014

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Financial Analyst

RE: FY 2014-15 State Transit Assistance (STA) Fund Allocation

RECOMMENDATION
Adopt Resolution R14-11 apportioning $117,172 of STA funds for fiscal year 2014-15 to the Eastern Sierra Transit Authority (ESTA).

FISCAL IMPLICATIONS
The 2014-15 estimate, as provided by the State Controller's Office for STA funding, is $117,172. Allocation of these funds is guided by the Transportation Development Act.

DISCUSSION
The State Controller has estimated that Mono County's share of STA 2014-15 allocation is $117,172 (attached). $71,210 from PUC 99313 and $45,962 from PUC 99314. The allocation is based on the Public Utilities Code sections 99313 and 99314. It should be noted that the Section 99314 allocation is based on the Annual Report of Financial Transaction of Transit Operators, as submitted by ESTA. Reporting requirements result in ESTA submitting one report for all services in Inyo and Mono counties. Therefore, the Section 99314 allocation actually reflects the regional allocation for both Mono and Inyo counties. Note that 30% of the 99314 funds will be directed to Inyo County ($13,789). Staff has a claimant letter on file for these funds, as required by the Transportation Development Act and State law (Public Utilities Code Section 99313 and 99314). The attached resolution allocates these funds to ESTA for transit operations.

ATTACHMENTS
- Resolution R14-11
- State Controller Allocation FY 2014-15

RESOLUTION R14-11
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2014-15

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion State Transit Assistance (STA) Funds; and

WHEREAS, the State Controller has allocated **$117,172** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal years 2014-15; and

WHEREAS, the MCLTC has received a request from the Eastern Sierra Transit Authority to allocate the STA Funds for transit operations in Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocate FY 2014-15 STA funds in the amount of $117,172 to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority, upon receipt of an amended claimant letter.

BE IT FURTHER RESOLVED that this action is taken in conformance to the Mono County Regional Transportation Plan (RTP); with the commission's earlier action defining current "Unmet Needs" and those that are "Reasonable to Meet" and in conformance with requirements of Public Utilities Code Section 99313 and 99314.

PASSED AND ADOPTED this 9th day of June, 2014 by the following vote:

Ayes:

Noes:

Abstain:

Absent:

_____
Jo Bacon, Chair
Local Transportation Commission

Attest:

_____
C.D. Ritter
LTC Secretary

JOHN CHIANG
California State Controller
Division of Accounting and Reporting

January 29, 2014

COUNTY AUDITORS RESPONSIBLE FOR STATE TRANSIT
ASSISTANCE FUNDS
TRANSPORTATION PLANNING AGENCIES
COUNTY TRANSPORTATION COMMISSIONS
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Re: 2014-2015 State Transit Assistance Allocation Preliminary Estimate

Pursuant to section 99312.7 of the Public Utilities Code (PUC), the State Controller is required to provide a preliminary estimate of the amount of the State Transit Assistance (STA) funds to be allocated to each transportation planning entity for the purposes of sections 99313 and 99314 of the PUC.
↳ transit operator

The estimated amount of STA funds budgeted, according to the Department of Finance, for the 2014-15 fiscal year is $373,091,000. We anticipate that the first quarter's allocation will be paid in October.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based primarily on qualifying revenues from the Annual Report of Financial Transactions of Transit Operators and Non-Transit Claimants under the Transportation Development Act.

Enclosed are schedules indicating the estimated fund allocation for the fiscal year 2014-15 to each transportation planning entity. We are providing a detailed schedule of STA funds allocated under the PUC section 99314. Since the detail for PUC section 99313 allocations is not reported to the Controller's Office, the SCO is only able to provide eligible amounts for each county for PUC section 99313.

Any questions you have regarding the STA program should be directed to Mike Silvera of the Division of Accounting and Reporting at (916) 323-0704.

Sincerely,

Kelly J. Martell

KELLY MARTELL, Manager
Local Apportionments Section

Enclosure

MAILING ADDRESS P.O. Box 942850, Sacramento, CA 94250
STREET ADDRESS 3301 C Street, Suite 740, Sacramento, CA 95816

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-2015 SUMMARY

Regional Entity	PUC 99313 Allocations	PUC 99314 Allocations	2014-2015 Allocations
TRPA	$ 477,364	$ 35,456	$ 512,820
MTC	36,003,759	102,873,460	138,877,219
SACOG	8,947,818	4,079,895	13,027,713
Alpine	5,341	177	5,518
Amador	180,524	9,511	190,035
Butte	1,088,250	72,668	1,160,918
Calaveras	220,770	0	220,770
Colusa	106,494	7,615	114,109
Del Norte	139,443	10,357	149,800
El Dorado	769,084	91,557	860,641
Fresno	4,678,399	656,222	5,334,621
Glenn	139,291	0	139,291
Humboldt	664,340	89,776	754,116
Imperial	884,717	51,863	936,580
Inyo	91,257	0	91,257
Kern	4,215,141	418,495	4,633,636
Kings	746,875	207,691	954,566
Lake	317,068	30,367	347,435
Lassen	164,217	10,838	175,055
Los Angeles	48,928,358	55,770,767	104,699,125
Madera	750,334	0	750,334
Mariposa	88,569	540	89,109
Mendocino	433,811	44,447	478,258
Merced	1,289,667	146,317	1,435,984
Modoc	46,786	0	46,786
Mono	71,210	45,962	117,172
Monterey	2,070,980	423,479	2,494,459
Nevada	476,696	18,426	495,122
Orange	15,142,220	4,628,771	19,770,991
Placer	1,405,569	226,239	1,631,808
Plumas	96,514	0	96,514
Riverside	11,080,069	1,864,673	12,944,742
San Benito	278,439	0	278,439
San Bernardino	10,201,622	2,565,538	12,767,160
SANDAG	3,847,872	1,658,251	5,506,123
San Diego MTS	11,630,299	6,402,637	18,032,936
San Joaquin	3,431,607	845,504	4,277,111
San Luis Obispo	1,337,322	145,110	1,482,432
Santa Barbara	2,108,843	770,784	2,879,627
Santa Cruz	1,310,224	1,379,693	2,689,917
Shasta	877,543	59,206	936,749
Sierra	15,556	0	15,556
Siskiyou	220,102	14,825	234,927
Stanislaus	2,575,245	188,838	2,764,083
Tehama	313,339	0	313,339
Trinity	66,051	3,674	69,725
Tulare	2,238,553	216,245	2,454,798
Tuolumne	267,094	0	267,094
Ventura	4,104,854	479,626	4,584,480
State Totals	$ 186,545,500	$ 186,545,500	$ 373,091,000

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-15 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
TRPA		
Tahoe Transportation District	$ 652,409	$ 35,456
MTC		
Alameda-Contra Costa Transit District	*	**
Alameda County Congestion Management Agency - Corresponding to Altamont Commuter Express	NA	186,290
Central Contra Costa Transit Authority	11,059,497	601,045
City of Dixon	88,702	4,821
Eastern Contra Costa Transit Authority	4,716,579	256,330
City of Fairfield	2,214,307	120,340
Golden Gate Bridge Highway and Transportation District	85,614,065	4,652,827
City of Healdsburg	13,995	761
Livermore-Amador Valley Transit Authority	5,286,366	287,296
Napa County Transportation and Planning Agency	863,233	46,914
Peninsula Corridor Joint Powers Board	95,508,075	5,190,532
City of Petaluma	468,333	25,452
City of Rio Vista	110,051	5,981
City of San Francisco	*	**
San Francisco Bay Area Rapid Transit District	*	**
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	19,401,309	0 1,054,394
San Mateo County Transit District	79,694,958	4,331,144
Santa Clara Valley Transportation Authority	229,091,893	12,450,348
Santa Clara Valley Transportation Authority - Corresponding to Altamont Commuter Express	NA	242,955
City of Santa Rosa	2,393,997	130,105
Solano County Transit (SOLTRANS)	5,637,309	306,368
County of Sonoma	2,762,967	150,158
City of Union City	831,276	45,177
Western Contra Costa Transit Authority	6,144,484	333,931
Regional Entity Totals	1,885,018,716	102,873,460
SACOG		
City of Davis	2,600,278	141,316
City of Elk Grove	1,956,190	106,312
City of Folsom	462,015	25,109
Sacramento Regional Transit System	66,040,505	3,589,072
Yolo County Transportation District	2,586,889	140,588
Yuba Sutter Transit Authority	1,425,990	77,498
Regional Entity Totals	75,071,867	4,079,895

(Continued)

* The combined revenue basis for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco is $1,333,117,320.

** The combined allocation estimate for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco is $72,450,291.

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-15 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Alpine		
County of Alpine	3,261	177
Amador		
Amador Regional Transit System	174,998	9,511
Butte		
Butte County Association of Governments	1,337,119	72,668
Calaveras	None	None
Colusa		
County of Colusa	140,127	7,615
Del Norte		
Redwood Coast Transit Authority	190,582	10,357
El Dorado		
El Dorado County Transit Authority	1,684,690	91,557
Fresno		
City of Clovis	782,092	42,504
City of Fresno	9,951,095	540,807
Fresno County Rural Transit Agency	1,341,602	72,911
Regional Entity Totals	12,074,789	656,222
Glenn	None	None
Humboldt		
City of Arcata	206,809	11,239
City of Eureka	254,611	13,837
City of Fortuna	10,572	575
Humboldt Transit Authority	1,179,929	64,125
Regional Entity Totals	1,651,921	89,776
Imperial		
City of Imperial	113,078	6,145
Imperial County Transportation Commission (ICTC)	679,592	36,933
Imperial County Transportation Commission (ICTC)-Specialized Service	161,657	8,785
Regional Entity Totals	954,327	51,863
Inyo	None	None
Kern		
City of Arvin	73,250	3,981
City of California City	35,730	1,942
City of Delano	87,084	4,733
Golden Empire Transit District	5,969,978	324,448
County of Kern	899,092	48,863
City of Ridgecrest	212,817	11,566
City of Shafter	39,744	2,160
City of Taft	351,483	19,102
City of Tehachapi	4,559	248
City of Wasco	26,710	1,452
Regional Entity Totals	7,700,447	418,495

(Continued)

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-15 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Kings		
City of Corcoran	79,352	4,313
Kings County Area Public Transit Agency	3,742,253	203,378
Regional Entity Totals	3,821,605	207,691
Lake		
Lake Transit Authority	558,764	30,367
Lassen		
County of Lassen	199,427	10,838
Los Angeles		
Antelope Valley Transit Authority	12,242,326	665,328
City of Arcadia	1,398,089	75,981
City of Claremont	654,255	35,556
City of Commerce	2,235,523	121,493
City of Culver City	3,803,137	206,687
Foothill Transit Zone	49,635,968	2,697,542
City of Gardena	10,199,268	554,295
City of La Mirada	920,342	50,017
Long Beach Public Transportation Company	47,612,975	2,587,600
City of Los Angeles	63,926,598	3,474,188
Los Angeles County Metropolitan Transportation Authority	672,580,550	36,552,414
City of Montebello	18,519,369	1,006,463
City of Norwalk	5,789,097	314,617
City of Redondo Beach	2,203,710	119,764
City of Santa Monica	39,207,989	2,130,818
Southern California Regional Rail Authority	173,205,760	
Los Angeles County Metropolitan Transportation Authority		4,989,403
Orange County Transportation Authority		***
Riverside County Transportation Commission		***
San Bernardino Associated Governments		***
Ventura County Transportation Commission		***
City of Torrance	3,470,339	188,601
Regional Entity Totals	1,107,605,295	55,770,767
Madera	None	None
Mariposa		
County of Mariposa	9,934	540

(Continued)

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are paid by their corresponding regional transportation authority.

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-15 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Mendocino		
Mendocino Transit Authority	817,850	44,447
Merced		
Transit Joint Powers Authority of Merced County	1,680,721	91,341
Transit Joint Powers Authority of Merced County - Specialized Service	1,011,577	54,976
Regional Entity Totals	2,692,298	146,317
Modoc	None	None
Mono		
Eastern Sierra Transit Authority	845,723	45,962
Monterey		
Monterey-Salinas Transit	7,785,719	423,127
City of Soledad	6,483	352
Regional Entity Totals	7,792,202	423,479
Nevada		
County of Nevada	339,040	18,426
Orange		
City of Laguna Beach	684,924	37,223
Orange County Transportation Authority	45,837,365	2,491,101
Orange County Transportation Authority - Corresponding to Southern California Regional Rail Authority	NA	2,100,447
Regional Entity Totals	46,522,289	4,628,771
Placer		
City of Auburn	26,874	1,461
City of Lincoln	51,991	2,826
County of Placer	3,152,400	171,322
City of Roseville	931,607	50,630
Regional Entity Totals	4,162,872	226,239
Plumas	None	None
Riverside		
City of Banning	132,125	7,181
City of Beaumont	188,568	10,248
City of Corona	331,842	18,034
Palo Verde Valley Transit Agency	87,933	4,779
City of Riverside	370,773	20,150
Riverside County Transportation Commission - Corresponding to Southern California Regional Rail Authority	NA	656,006
Riverside Transit Agency	13,272,914	721,337
Sunline Transit Agency	7,855,840	426,938
Regional Entity Totals	22,239,995	1,864,673
San Benito	None	None

(Continued)

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-15 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
San Bernardino		
Morongo Basin Transit Authority	413,204	22,456
Mountain Area Regional Transit Authority	299,797	16,293
Omnitrans	18,185,067	988,295
San Bernardino Associated Governments - Corresponding to Southern California Regional Rail Authority	NA	1,380,343
Victor Valley Transit Service Authority	2,910,046	158,151
Regional Entity Totals	21,808,114	2,565,538
SANDAG		
North San Diego County Transit Development Board	30,512,553	1,658,251
San Diego MTS	117,811,340	6,402,637
San Joaquin		
Altamont Commuter Express Authority	12,349,800	
Alameda County Congestion Management Agency		****
Santa Clara Valley Transportation Authority		****
San Joaquin Regional Rail Commission		241,924
City of Lodi	670,975	36,465
City of Ripon	1,255	68
San Joaquin Regional Transit District	10,433,919	567,047
Regional Entity Totals	23,455,949	845,504
San Luis Obispo		
City of Atascadero	97,927	5,322
City of Morro Bay	37,232	2,023
City of Paso Robles Transit	175,228	9,523
City of San Luis Obispo	612,800	33,304
County of San Luis Obispo	79,654	4,329
San Luis Obispo Regional Transit Authority	1,529,740	83,136
South County Area Transit	137,512	7,473
Regional Entity Totals	2,670,093	145,110
Santa Barbara		
City of Guadalupe	97,954	5,323
City of Lompoc	172,438	9,371
County of Santa Barbara	139,738	7,594
Santa Barbara Metropolitan Transit District	11,687,181	635,158
City of Santa Maria	2,002,496	108,829
City of Solvang	82,963	4,509
Regional Entity Totals	14,182,770	770,784
Santa Cruz		
Santa Cruz Metropolitan Transit District	25,386,968	1,379,693
Shasta		
Redding Area Bus Authority	1,089,419	59,206

(Continued)

**** The amounts allocated to the member agencies of Altamont Commuter Express Authority are paid by their corresponding regional transportation authority.

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2014-15 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Sierra	None	None
Siskiyou		
County of Siskiyou	272,781	14,825
Stanislaus		
City of Modesto	2,863,883	155,642
County of Stanislaus	464,998	25,271
City of Turlock	145,827	7,925
Regional Entity Totals	3,474,708	188,838
Tehama	None	None
Trinity		
County of Trinity	67,596	3,674
Tulare		
City of Exeter	17,457	949
City of Porterville	466,016	25,326
City of Tulare	492,346	26,757
County of Tulare	297,222	16,153
City of Visalia	2,705,971	147,060
Regional Entity Totals	3,979,012	216,245
Tuolumne	None	None
Ventura		
Gold Coast Transit	3,545,650	192,694
Ventura County Transportation Commission - Corresponding to Southern California Regional Rail Authority	NA	286,932
Regional Entity Totals	3,545,650	479,626
STATE TOTALS	$ 3,432,519,500	$ 186,545,500

COUNTY OF MONO

P.O. BOX 347, MAMMOTH LAKES, CALIFORNIA 93546
(760) 924-1836 • FAX (760) 924-1801
mmahaffey@mono.ca.gov

Megan Mahaffey
Financial Analyst

June 9, 2014

To: Mono County Local Transportation Commission

From: Megan Mahaffey, Financial Analyst

RE: 2013-14 Regional Surface Transportation Program (RSTP) Federal Exchange Program

RECOMMENDED ACTION:
Authorize the LTC executive director to execute the Optional RSTP Federal Exchange Program for FY 2013-14.

DISCUSSION:
The Mono County Local Transportation Commission has received a Federal Exchange Agreement, which contains the estimated amount of Federal funds the Mono County LTC is eligible to exchange. RTPA exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) – Highways, and not otherwise excluded by Article XIX – Motor Vehicle Revenues of the State Constitution. Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible.

ATTACHMENT
- RSTP Federal Exchange Program

DEPARTMENT OF TRANSPORTATION
Division of Local Assistance
1120 N STREET
P.O. BOX 942874, MS# 1
Sacramento, CA 94274-0001
TTY 711
(916) 654-3883
Fax (916) 654-2408

File : 09-MNO-0-MNTC
X14-6142(018)
2013/2014 Exchange Program

April 8, 2014

Mr. Scott Burns
Executive Director
Mono County Transportation Commission
P.O. Box 8
Bridgeport, CA 93517

Subject: Optional Regional Surface Transportation Program (RSTP) Federal Exchange Program for FY 2013/2014

Dear Mr. Burns:
This letter serves to notify you of the opportunity to participate in the Optional RSTP Federal Exchange Program for FY 2013/2014.

Enclosed is the Federal Exchange Agreement, which contains the estimated amount of federal funds you are eligible to exchange and is exclusive of the federal funds exchanged with eligible counties within your jurisdiction. We have not yet received the final apportionment amounts for Federal Fiscal Year (FFY) 2014. The exchanged amount is based on your FFY 2013 apportionment including any adjustments made to prior year RSTP balances. Necessary rescissions or additions will be reflected on next year's Agreement. In order to participate in this year's program and receive the funds, you must do the following:

*Concur with the amount shown on the agreement. If you do not agree with this amount, please contact La Sharon Allen of HQ Local Assistance at (916) 653-6750.

*Submit a complete list of local entities that received the prior year's exchange. A sample form has been provided. We cannot execute the agreement without this report.

*Sign both copies of this agreement and return them to the Department of Transportation, Division of Local Assistance, P.O. Box 942874, MS#1, Sacramento, CA 94274-0001. When we receive your signed agreements, they will be executed and one original will be returned to your agency. Once you receive the executed agreement, forward your invoice directly to the District Local Assistance Office.

Pursuant to Section 182.6(h) of the Streets and Highways Code, the Division of Local Assistance intends to provide eligible counties within your agency's boundaries the opportunity to participate in the Regional Surface Transportation Program Exchange as authorized in the 2013/2014 Budget Act even if your agency does not elect to exchange this funding. Please contact my office as soon as possible if you do not wish to allow an eligible county within your region to participate in the program.

If you need additional information regarding the program, please refer to Chapter 18 of the Local Assistance Program Guidelines. Please contact La Sharon Allen at (916) 653-6750 if you have any questions.

JOHN HOOLE, Chief
Office of Project Implementation - South
Division of Local Assistance

Enclosures
c: OLP AE Project Files
(09) DLAE - Dennee Alcala (Acting)

FEDERAL APPORTIONMENT EXCHANGE PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING AGENCY

District: 09
Agency: Mono County Transportation Commission

Agreement No. X14-6142(018)
AMS Adv ID:0914000043

THIS AGREEMENT is made on _____, by Mono County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of apportionments made available to STATE for allocation to transportation projects under "Moving Ahead for Progress in the 21st Century Act" (MAP-21), as modified in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program (RSTP) funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP apportionment:

$157,509.00 for Fiscal Year 2013/2014

The above referenced portion of RTPA's estimated annual RSTP apportionment is equal to the estimated total RSTP apportionment less (a) the estimated minimum annual RSTP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP minimum apportionment, and (c) those RSTP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Mono County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer	Date	$
Hanh Nguyen	4.1.14	157,509.00

STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION

PROGRAM SUPPLMENT AND CERTIFICATION FORM

PSCF (REV. 01/2010)

TO: STATE CONTROLLER'S OFFICE Claims Audits 3301 "C" Street, Rm 404 Sacramento, CA 95816	DATE PREPARED: 4/1/2014	PROJECT NUMBER: 0914000043
	REQUISITION NUMBER / CONTRACT NUMBER: RQS 091400000104	

FROM:

Department of Transportation

SUBJECT:

Encumbrance Document

VENDOR / LOCAL AGENCY:

MONO COUNTY TRANSPORTATION COMMISSION

CONTRACT AMOUNT:

$ 157,509.00

PROCUREMENT TYPE:

Local Assistance

CHAPTER	STATUTES	ITEM	YEAR	PEC / PECT	COE/Category	AMOUNT
20	2013	2660-102-0042	2013/2014	2030010850	2240/0400	$ 157,509.00

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information, call (915) 654-6410 of TDD (916) -3880 or write Records and Forms Management, 1120 N. Street, MS-89, Sacramento, CA 95814.

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed $157,509.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with, Office of Management and Budget Circular A-87, Cost Principles for State and Local Government, and with the exception of 49 CFR, Part 18, section 18.36 (i) subsections (3), (4), (5), (6), (8), (9), (12), and (13), will comply with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its Fund recipients will be obligated to agree that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual Project cost items and (b) those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Funds as a contractor or sub-contractor under this AGREEMENT shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any Fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Circular A-87, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse Fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due RTPA from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller and the CTC.

10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over $10,000 or other contracts over $25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

14. SINGLE AUDIT

RTPA agrees to include all State and Federal funded projects in the schedule of projects to be examined in RTPA's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with Office of Management and Budget Circular A-133.

STATE OF CALIFORNIA
Department of Transportation

By: _____
Office of Project Implementation
Division of Local Assistance
Date: _____

Mono County Transportation Commission

By: _____
Title:

Date: _____

Mono County
Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

June 9, 2014

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, LTC Financial Analyst

RE: FY 2014-15 Overall Work Program Agreement (OWPA) and Certification & Assurances

RECOMMENDATION
Authorize LTC executive director to sign the Overall Work Program Agreement (OWPA) for submission to Caltrans.

FISCAL IMPLICATIONS
Fund the Mono County OWP 2014-15 in the amount of $230,000 for Rural Planning Assistance.

DISCUSSION
The OWPA will encumber $230,000 for Rural Planning Assistance (RPA) to fund the Mono County Overall Work Program for 2014-15.

Mono County
Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760- 924-1800 phone, 924-1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

June 9, 2014

TO: Mono County Local Transportation Commission

FROM: Garrett Higerd, Assistant Public Works Director

SUBJECT: Rock Creek Road Rehabilitation Project & Southern California Edison (SCE)

RECOMMENDATION:
Authorize the Chair's signature on a letter to SCE expressing concerns regarding its proposed project to install 9.2 miles of new underground electrical lines in Rock Creek Road.

FISCAL IMPLICATIONS:
The proposed SCE project could impact the construction schedule and long-term quality of the Rock Creek Road Rehabilitation project. Impacts could increase maintenance costs and reduce the service life of the current $9M road rehabilitation project.

ENVIRONMENTAL COMPLIANCE:
NEPA and CEQA documents have been prepared for the Rock Creek Road Rehabilitation project. The proposed SCE electrical project is on federal land and will require encroachment permits from both Mono and Inyo counties. Environmental documents will need to be amended to reflect the changing project scope.

DISCUSSION:
The Federal Highways Administration (FHWA) has contracted with Ace Engineering to reconstruct 9.2 miles of Rock Creek Road in Mono and Inyo counties. Road construction has started and is scheduled to be completed by the fall of 2015.

Approximately one month ago, SCE first contacted the project partners (FHWA, Mono County, Inyo County, and the Inyo National Forest) with news that its direct-burial power cable to upper Rock Creek has reached the end of its useful life and needs to be replaced. SCE is proposing to trench and install a new underground power line for the entire 9.2 miles of the Rock Creek Road Rehabilitation project. They propose to install the new line by trenching under the center of the up-hill traffic lane (between the wheel paths).

If SCE does not fast-track this project, then Rock Creek Road will be paved prior to the start of SCE's electrical project. SCE has indicated that if this were to occur, it would propose to saw cut and patch the new asphalt. This is unacceptable, as it would compromise the long-term quality of Rock Creek Road.

In order to avoid the potential of these negative consequences, staff would like the LTC to impress upon SCE the urgent need to pursue all alternatives to fast-track this project. All available

contractor procurement alternatives should be considered, including greater coordination with the FHWA so as not to impede the current road rehabilitation project. In addition, SCE should be informed that saw cutting and patching is not an acceptable solution.

A draft letter expressing these concepts will be provided at the meeting for the commission's review and possible approval.

Transportation Concept Report
US Route 395
District 09
June 2014

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 9 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

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

Approvals:

_____	_____	_____	_____
RYAN A. DERMODY	Date	THOMAS P. HALLENBECK	Date
District 9 Deputy Director		District 9 Director	
Planning, Modal Programs, and Local Assistance			

TABLE OF CONTENTS

US 395 LOCATION MAP

Caltrans District 9

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, mobility, delivery, stewardship, and service.

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 US 395 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.

EXECUTIVE SUMMARY

US 395 is one of the four major north-south corridors serving California. Within Caltrans District 9 the route is both an undivided, two-lane conventional highway (2C), a divided, four-lane conventional highway (4C), an undivided, two-lane expressway (2E) and a divided, four-lane expressway (4E). The route enters the District in eastern Kern County at the community of Johannesburg and continues north through Kern County into Inyo County up the Owens Valley along the Eastern Sierra and through Mono County where it exits into Nevada near Topaz Lake. US 395 provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierra Nevada Mountains. The route travels though the Mojave Desert, along the high desert basin and range of the Eastern Sierra and over mountain passes as it continues north. 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 for the highway.

Concept Summary

Segment	Segment Description	Existing Facility	20-25 Year Facility Concept	Post-25 Year Concept
1	Kern/San Bernardino County line through Johannesburg	2C	2C	4C
2	Johannesburg to S China Lake Boulevard	2C	2C	4C
3	S China Lake Boulevard to Jct SR 14	2E	2E	4E
4	Jct SR 14 to Inyo/Kern County line	4E	4E	4E
5	Inyo/Kern County line to LA Aqueduct bridge south of Olancha	4E	4E	4E
6	LA Aqueduct bridge south of Olancha to Ash Creek	2C	4E	4E
7	Ash Creek to Lone Pine	4C/4E	4C/4E	4C/4E
8	Lone Pine Central Business District (CBD)	4C	4C	4C
9	Lone Pine to Independence	4C/4E	4C/4E	4C/4E
10	Independence CBD	4C	4C	4C
11	Independence to Big Pine	4C/4E	4C/4E	4C/4E
12	Through Big Pine CBD to S Jct SR 168	4C	4C	4C
13	S Jct SR 168 to Bishop	4C/4E	4C/4E	4C/4E
14	Through the City of Bishop to Brockman Lane	4C	4C	4C
15	Brockman Lane to Inyo/Mono County line	4C/4E	4C/4E	4C/4E
16	Inyo/Mono County line to top of Sherwin Grade	4E	4E	4E
17	Top of Sherwin Grade to Jct SR 203	4C/4E	4C/4E	4C/4E
18	SR 203 to Lee Vining	4E/4C	4E/4C	4E/4C
19	Lee Vining CBD	4C	4C	4C
20	Lee Vining to Conway Ranch Road	2C/2E with passing lanes	2C/2E with passing lanes	2C/2E with passing lanes
21	Conway Ranch Road to Conway Summit	4E	4E	4E
22	Conway Summit to Bridgeport	2C with passing lanes	2C with passing lanes	2C with passing lanes
23	Bridgeport CBD	2C	2C	2C
24	Bridgeport to Jct SR 108	2C with passing lanes	2C with passing lanes	2C with passing lanes
25	Walker Canyon (Jct SR 108 to Walker)	2C with passing lanes	2C with passing lanes	2C with passing lanes
26	Through Walker	2C	2C	2C
27	Walker to Coleville	2C with passing lanes	2C with passing lanes	2C with passing lanes
28	Through Coleville	2C	2C	2C
29	Coleville to California/Nevada State line	2C with passing lanes	2C with passing lanes	2C with passing lanes

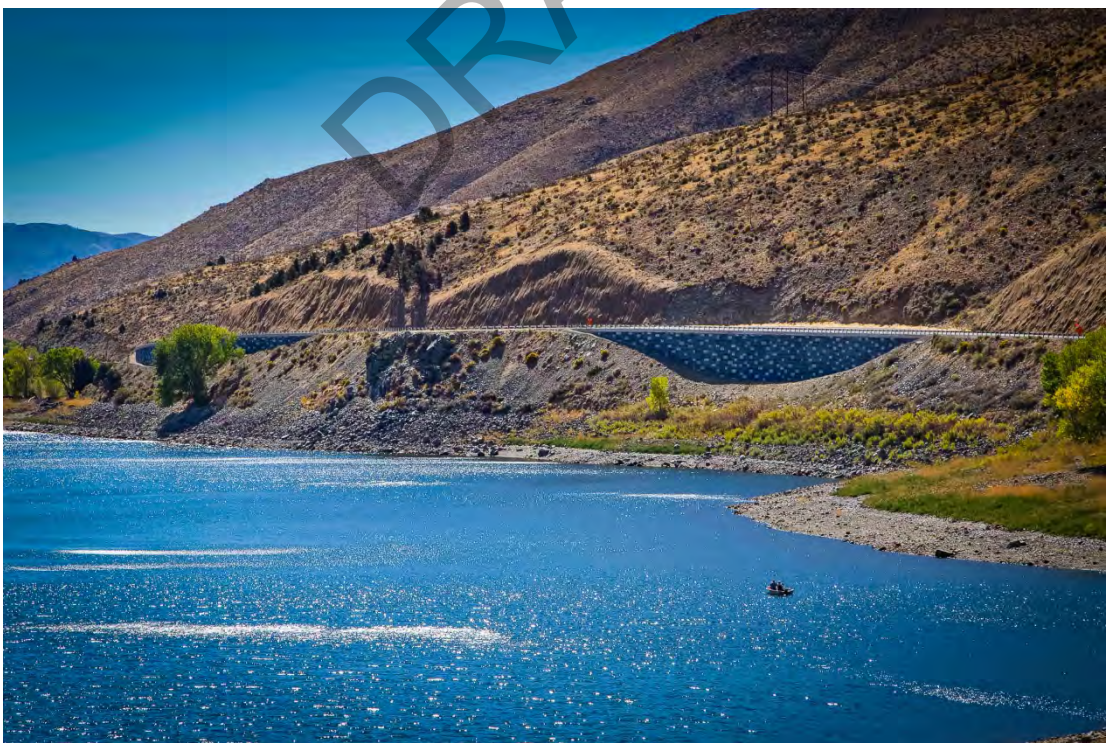
TABLE 1: CONCEPT SUMMARY

Concept Rationale

No significant growth or development is anticipated in the rural communities served by US 395. The majority of the land in the area is publicly owned (96% in Inyo County, 94% in Mono County) and growth will be very slow if it is to occur at all. The 2011 US 395 Origination and Destination Study found that over 60% of surveyed travelers entering the area described recreation as the main purpose of their trip. Although the projected growth for the local areas is minimal, recreational traffic and goods movement will continue to be major sources of traffic on the corridor and should be accommodated. US 395 is designated as a High Emphasis Focus Route (one of ten in California) in the Interregional Transportation Strategic Plan (ITSP). The concept for the US 395 corridor in the ITSP includes four-lane expressway and four-lane conventional roadway from the San Bernardino/ Kern county line to Lee Vining in Mono County. North of Lee Vining to the Nevada State line, the concept is described as a combination of four-lane conventional roadway, four-lane expressway, and two-lane fully improved conventional roadway with passing lanes.

Proposed Projects and Strategies

Currently, there are many planned and programmed projects for US 395. Those are listed in Table 13 and 14 on pages 20-22 in this report. The projects' focus are maintaining those portions that are constructed to concept, filling in gaps in the southern portion of the route that are not yet four-lane, widening shoulders, and constructing passing lanes north of Lee Vining. Safety projects will also be given a priority as will accommodating all modes of transportation through the Active Transportation Planning (ATP) program.



Topaz Lake and High Point Curve (reconstructed in 2012-13) on Mono US 395 PM 119

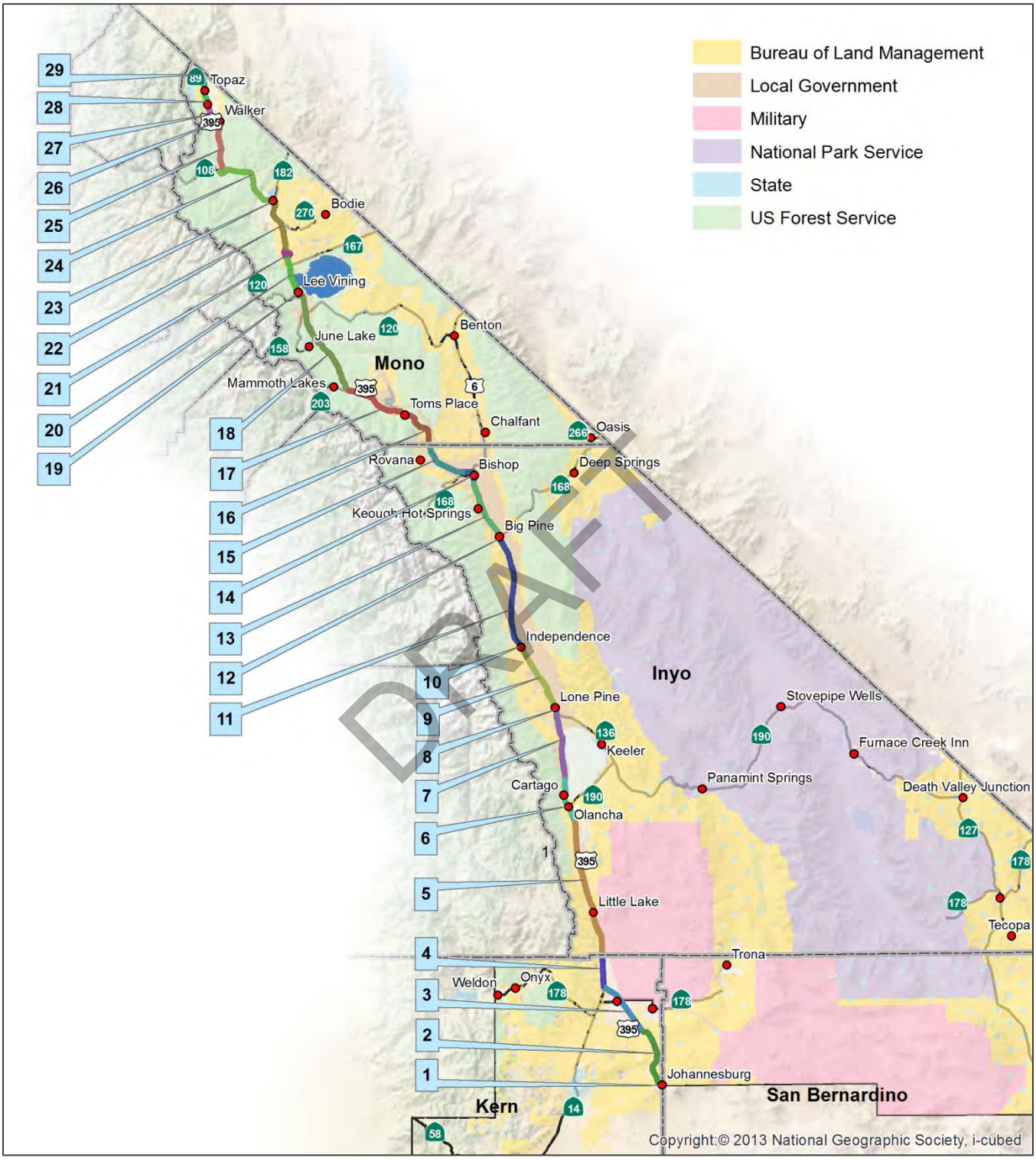
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

Segment #	Location Description	County_Route_ Beg. PM	County_Route_ End PM
1	Kern/San Bernardino County line through Johannesburg	KER_395_0.000	KER_395_0.450
2	Johannesburg to S China Lake Boulevard	KER_395_0.450	KER_395_R14.861
3	S China Lake Boulevard Jct SR 14	KER_395_R14.861	KER_395_R29.635
4	Jct SR 14 to Inyo/Kern County line	KER_395_R29.635	KER_395_R36.800
5	Inyo/Kern County line to LA Aqueduct bridge south of Olancha	INY_395_0.000	INY_395_31.060
6	LA Aqueduct bridge south of Olancha to Ash Creek	INY_395_31.060	INY_395_41.600
7	Ash Creek to Lone Pine	INY_395_41.600	INY_395_57.260
8	Lone Pine CBD	INY_395_57.260	INY_395_R58.050
9	Lone Pine to Independence	INY_395_R58.050	INY_395_R72.823
10	Independence CBD	INY_395_R72.823	INY_395_73.940
11	Independence to Big Pine	INY_395_73.940	INY_395_99.200
12	Through Big Pine to S Jct SR 168	INY_395_99.200	INY_395_100.795
13	S Jct SR 168 to Bishop	INY_395_100.795	INY_395_114.290
14	Through the City of Bishop to Brockman Lane	INY_395_114.290	INY_395_118.325
15	Brockman Lane to Inyo/Mono County line	INY_395_118.325	INY_395_R129.459
16	Inyo/Mono County line to top of Sherwin Grade	MNO_395_R0.000	MNO_395_R6.920
17	Top of Sherwin Grade to Jct SR 203	MNO_395_R6.920	MNO_395_R25.750
18	SR 203 to Lee Vining	MNO_395_R25.750	MNO_395_50.904
19	Lee Vining CBD	MNO_395_50.904	MNO_395_52.350
20	Lee Vining to Conway Ranch Road	MNO_395_52.350	MNO_395_59.900
21	Conway Ranch Road to Conway Summit	MNO_395_59.900	MNO_395_64.056
22	Conway Summit to Bridgeport	MNO_395_64.056	MNO_395_76.330
23	Bridgeport CBD	MNO_395_76.330	MNO_395_76.780
24	Bridgeport to JCT SR 108	MNO_395_76.780	MNO_395_93.700
25	Walker Canyon (JCT SR 108 to Walker)	MNO_395_93.700	MNO_395_106.484
26	Through Walker	MNO_395_106.484	MNO_395_108.000
27	Walker to Coleville	MNO_395_108.000	MNO_395_111.243
28	Through Coleville	MNO_395_111.243	MNO_395_ 113.588C
29	Coleville to California/Nevada State line	MNO_395_ 113.588	MNO_395_120.490

TABLE 2: ROUTE SEGMENTATION

SEGMENT MAP


Bureau of Land Management
Local Government
Military
National Park Service
State
US Forest Service
Topaz
Walker
Bodie
Lee Vining
June Lake
Benton
Mono
Mammoth Lakes
Toms Place
Chalfant
Oasis
Rovana
Bishop
Deep Springs
Keough Hot Springs
Big Pine
Independence
Inyo
Lone Pine
Stovepipe Wells
Keeler
Furnace Creek Inn
Panamint Springs
Death Valley Junction
Cartago
Olancha
Little Lake
Tecopa
Trona
Weldon
Onyx
Johannesburg
Kern
San Bernardino
DRAFT
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ROUTE DESCRIPTION

US 395, the Three Flags Highway, is a major interregional route and a part of the US highway system. The route begins in San Bernardino County at the junction with I-15 in Hesperia. It travels north over 1300 miles through California, Nevada, Oregon, and Washington and terminates at the Canadian border. This TCR address the 286.7 miles of the route located within Caltrans District 9 (KER PM 0.000 to MNO PM 129.459) The majority of US 395 (from the junction with SR 14 in Kern County to the junction with SR 89 in Mono County) was added to the State Highway System beginning in 1909, with the remainder added in 1933. The route was formally added to the State Freeway and Expressway System in 1959.

US 395 is functionally classified as an Other Principal Arterial, providing the only north-south corridor east of the Sierra Nevada Mountains in California. The route is a vital lifeline to the region. It is classified as part of the National Highway System and the Interregional Road System. Recreation (60%) and Goods Movement (~20%) account for the majority of trips on the route. The southern half of the route travels through the Mojave Desert and the Owens Valley and ranges between 2000 feet (ft) in elevation near Ridgecrest to just over 4000 ft . North of the City of Bishop, the route climbs to higher elevations and over mountain passes topping out at 8,143 ft at Conway Summit before descending to almost 5000 ft as the route enters Nevada.

Segments 1-3 are two-lane conventional highway. After the junction with SR 14, the highway continues as four-lane conventional and four-lane expressway all the way to Lee Vining near Mono Lake (segments 4-19). The only exception is segment 7, which is currently a two-lane conventional highway and will be upgraded with the construction of the Olancha Cartago 4-Lane project. North of Lee Vining, along segments 20 and 22-29, the route continues as a two-lane conventional highway with occasional passing lanes, with segment 21 operating as a four-lane expressway. All of US 395 is designated as part of the California Freeway and Expressway system. US 395 is shared by all permissible modes of transportation.

Route Designations and Characteristics:

Segment #	Freeway & Expressway	National Highway System	Strategic Highway Network	Scenic Highway	Interregional Road System	High Emphasis	Focus Route	Federal Functional Classification	Goods Move-ment Route
1 - 3	Yes	Yes	Yes	No	Yes	Yes	Yes	Other Principal Arterial	Yes
4 - 10	Yes	Yes	Yes	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
11	Yes	Yes	Yes	Designated	Yes	Yes	Yes	Other Principal Arterial	Yes
12 - 15	Yes	Yes	Yes	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
16 - 18	Yes	Yes	No	Designated	Yes	Yes	Yes	Other Principal Arterial	Yes
19	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
20 - 22	Yes	Yes	No	Designated	Yes	Yes	Yes	Other Principal Arterial	Yes
23	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
24 - 25	Yes	Yes	No	Designated	Yes	Yes	Yes	Other Principal Arterial	Yes
26 - 29	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes

TABLE 3: ROUTE DESIGNATION PART 1

Segment #	Truck Designation	Rural/ Urban/ Urbanized	MPO/ RTPA	Congestion Management Agency	Local Agency	Tribes	Air District	Terrain
1							Eastern	
2							Kern	
3			Kern COG	Kern COG	Kern County	N/A	Air Pollution	
4							Control District	Rolling
5								
6		Rural				N/A		
7						Lone Pine Paiute-Shoshone		
8								
9						N/A		
10					Inyo County	Fort Independence Indian Community		
11			Inyo LTC					Flat
12						Big Pine Paiute Tribe		
13	National Network					N/A		
14		Urban			City of Bishop, Inyo County	Bishop Paiute Tribe	Great Basin	
15				N/A	Inyo County			
16							Unified	Mountainous
17							Air Pollution Control District	Rolling
18								
19						N/A		
20								
21		Rural						Mountainous
22					Mono County			Rolling
23			Mono LTC			Bridgeport Indian Colony		Flat
24								
25								Mountainous
26								Flat
27								
28								Rolling
29								

TABLE 4: ROUTE DESIGNATION PART 2

COMMUNITY CHARACTERISTICS

US 395 is vital to the economy of the communities location in the Eastern Sierra. In Inyo County, 91% of the population lives within 2 miles of US 395. The entire corridor is rural in nature though it does pass through one designated urban area in the City of Bishop. The route serves as Main Street for many small communities along the corridor. These communities range in population size from 50 to over 12,000 in the Bishop area. Recognizing and respecting the small nature and identity of these communities needs to be balanced with providing the best travel experience for the interregional traffic that is traveling through the area. Also the transition area from a high speed highway, focused on throughput, to a Main St within the communities that easily accommodates all modes of transportation needs to be improved. This may be accomplished by creating a feel that the highway is changing context; by adding sidewalks, increased tree planting on the approach to towns and gateway treatments. US 395 also passes through four Federally Recognized Native American tribal lands. These include the lands of the Lone Pine Paiute-Shoshone Tribe, the Fort Independence Tribe, the Big Pine Paiute Tribe, and the Bishop Paiute Tribe.

US 395 WITHIN THE COMMUNITY OF BRIDGEPORT

LAND USE

The majority of the land in the Eastern Sierra is publicly owned (96% in Inyo County and 94% in Mono County) and as a result there will be little new growth. Though most of the private land is centered around the US 395 corridor, no significant growth or development is anticipated within these rural communities. Both the Inyo County and Mono County General Plans detail that any new growth will be concentrated within and contiguous to existing communities. 96% of the land adjacent to US 395 is designated for Agriculture, Resource Management and Open Space with the remainder designated for Residential and various Commercial and Industrial land uses.

There are some communities that act as "bedroom" communities for the larger job centers. The resulting commute patterns comprise much of the traffic within normal commute hours, but do not come close to the peak hours that exist from recreational travel. Examples of bedroom communities include Big Pine, Chalfant and Round Valley with commuters to the Bishop area; Crowley Lake and Toms Place to Mammoth Lakes; and from the Antelope Valley (Walker/Coleville) to the United States Marine Corps' Mountain Warfare Training Center in the Sonora Jct area.

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

SYSTEM CHARACTERISTICS

US 395 is both an undivided, two-lane conventional highway (2C), a divided, four-lane conventional highway (4C), an undivided, two-lane expressway (2E) and a divided, four-lane expressway (4E) within District 9. Passing lanes exist in many of the two-lane segments. Shoulder widths and median widths vary within segments. Future improvements on the route range from sidewalk and improved shoulders to system expansion in the form of additional passing lanes and two-lane to four-lane conversion.

	Existing Facility										20-25 Year Facility Concept			Post-25 Year Concept
Segment #	Facility Type	General Purpose Lanes	Lane Miles	Centerline Miles	Median Width	Median Characteristics	Passing Lanes	Distressed Pavement	Current ROW	Shoulder Width	Facility Type	Lanes	Passing Lanes	Lanes
1	C	2	0.9	0.45	0	undivided - striped	0%	0%	80	4-12	C	2	0%	4
2	C	2	36.78	18.39	0		8%	11%	80-400	2-10	E	2	16%	4
3	E	2	26.96	13.48	0		0%	0%	150-1600	4-10	E	2	15%	4
4	E	4	28.68	7.17	80-110	unpaved	N/A	0%	215-562	10	E	4	0%	4
5	E	4	136.68	34.17	5-900		N/A	0%	138-2000	2-10	E	4	0%	4
6	C	2	21.08	10.54	0	undivided - striped	7%	10%	100-400	8-10	E	4	0%	4
7	C / E	4	62.64	15.66	0-100	undivided - striped / unpaved	N/A	0%	140-420	8-10	C / E	4	0%	4
8	C	4	3.16	0.79	0	undivided - striped	N/A	0%	78-170	8	C	4	0%	4
9	C / E	4	83.48	20.87	24-1400	unpaved	N/A	0%	76-377	4-10	C / E	4	0%	4
10	C	4	4.48	1.12	0	undivided - striped	N/A	0%	79-251	10	C	4	0%	4
11	C / E	4	101.04	25.26	0-100	undivided - striped / unpaved	N/A	0%	80-2000	8-10	C / E	4	0%	4
12	C	4	6.4	1.6	12	undivided - striped	N/A	0%	91-150	8	C	4	0%	4
13	C / E	4	54	13.5	4-12	undivided - striped / unpaved	N/A	0%	100-372	4-10	C / E	4	0%	4
14	C	4	16.16	4.04	12	undivided - striped	N/A	0%	73-100	2-8	C	4	0%	4

TABLE 5: SYSTEM CHARACTERISTICS PART 1

	Existing Facility										20-25 Year Facility Concept			Post-25 Year Concept
Segment #	Facility Type	General Purpose Lanes	Lane Miles	Centerline Miles	Median Width	Median Characteristics	Passing Lanes	Distressed Pavement	Current ROW	Shoulder Width	Facility Type	Lanes	Passing Lanes	Lanes
15	C / E	4	46.28	11.57	12-200	undivided - striped / unpaved	N/A	0%	118-129	8-10	C / E	4	0%	4
16	E	4	55.08	13.77	185-2000	unpaved	N/A	3.6%	290-1020	10	E	4	0%	4
17	C / E	4	75.32	18.83	2-220	undivided - striped / unpaved	N/A	0%	100-770	3-10	C / E	4	0%	4
18	C / E	4	122.12	30.53	4-1400		N/A	0%	100-860	8-10	C / E	4	0%	4
19	C	4	5.8	1.45	0-14	undivided - striped	N/A	0%	100-280	8	C	4	0%	4
20	C / E	2	15.1	7.55	0-4		32%	0%	100-326	2-8	C / E	2	52%	2
21	E	4	16.64	4.16	4		N/A	0%	268-1250	4-8	E	4	0%	4
22	C	2	24.54	12.27	0-4		27%	0%	80-442	2-8	C	2	55%	2
23	C	2	0.9	0.45	0-14		0%	0%	80-101	3-8	C	2	0%	2
24	C	2	33.84	16.92	0-4		11%	0%	80-230	1-8	C	2	15%	2
25	C	2	25.56	12.78	0		14%	0%	80-460	2-8	C	2	20%	2
26	C	2	3.04	1.52	0		0%	0%	80-110	2-8	C	2	0%	2
27	C	2	6.48	3.24	0		0%	0%	80-100	2-8	C	2	25%	2
28	C	2	1.36	0.68	0		0%	0%	80	2-8	C	2	0%	2
29	C	2	17.1	8.55	0		12%	0%	100-400	2-8	C	2	12%	2

TABLE 6: SYSTEM CHARACTERISTICS PART 2

TMS Elements

There are many Transportation Management Systems (TMS) elements on US 395. Intersection Traffic Signals, Mainline Detection (full-time and part-time count stations), Video Cameras, Changeable Message Signs (CMS), Highway Advisory Radio, Roadway Weather Information System (RWIS), Weigh in Motion (WIM) stations, and Classifications Stations.

TMS Elements		
Segment #	**Existing Facility**	**TMS Elements (BY)**
1		
2	Mainline Detection	Mainline Detection
3	Mainline Detection	Mainline Detection
4	Mainline Detection, CMS (NB)	Mainline Detection, CMS (NB), CMS (SB)
5	Mainline Detection	Mainline Detection, RWIS
6	Mainline Detection	Mainline Detection
7	Mainline Detection, RWIS	Mainline Detection, RWIS
8	Intersection Traffic Signals	Intersection Traffic Signals
9	Mainline Detection	Mainline Detection
10	Mainline Detection	Mainline Detection
11	WIM, Mainline Detection	WIM, Mainline Detection
13	Mainline Detection	Mainline Detection, CMS (SB)
14	Mainline Detection, Intersection Traffic Signals, CMS (NB)	Mainline Detection, Intersection Traffic Signals, CMS (NB)
15	Mainline Detection, Classification Station	Mainline Detection, Classification Station
16	Mainline Detection	Mainline Detection
17	Mainline Detection, CMS (NB)	Mainline Detection, CMS (NB, SB), RWIS
18	Mainline Detection, Camera	Mainline Detection, Camera, CMS (SB), RWIS
19	Mainline Detection, CMS (NB)	Mainline Detection, CMS (NB)
20	Mainline Detection, RWIS	Mainline Detection, RWIS
21	Camera, RWIS	Camera, RWIS
22	Mainline Detection, CMS (SB)	Mainline Detection, CMS (SB)
23	Mainline Detection	Mainline Detection
24	Mainline Detection	Mainline Detection
25	Mainline Detection	Mainline Detection
26	Mainline Detection	Mainline Detection
27		
28		
29	Mainline Detection, CMS (SB)	Mainline Detection, CMS (SB)

TABLE 7: TMS ELEMENTS

BICYCLE FACILITY

Bikes are allowed on all of US 395. For the majority of the route, there is no bikeway designation. The only bike lanes that exist on US 395 are within the communities of Bishop and Bridgeport. Some parallel facilities exist in the Bishop area from INY PM 109.670 to MNO PM 09.330 a distance of over 29 miles and near Crowley Lake from MNO PM 10.264 to 16.618. A large portion of US 395 in Mono County is designated as a Class III facility, or bike route. The details of these designations are listed in the table below. One of the biggest challenges the District faces concerning cycling is accommodating bicycles on rural mountain roadways with shoulders built to earlier standards. Providing wider shoulders is a challenge due to prioritization of funding, environmental concerns, unbalanced cost to benefit ratios, and physical constraints. Many shoulder projects are planned along the corridor both to achieve the concept facility and to accommodate all modes of transportation. In those areas along US 395 where a standard shoulder is not able to be constructed, rumble strips are not installed to allow more room for cyclists if the shoulder width is less than 5 feet.

Seg	State Bicycle Facility					
	Seg ID	Post Mile	Location Description	Bicycle Access Prohibited	Facility Type	Posted Speed Limit
15	A	115.775 – 117.319	W Elm St to See Vee Ln in Bishop	No	Class II	25-45
17	B	9.330-10.264	Lower Rock Creek Rd to Rock Creek Rd	No	Class III	65
17-20	C	16.618 -52.45	McGee Creek Rd to north of Lee Vining	No	Class III	65
23	D	76.430 – 76.863	Bridgeport CBD	No	Class II	25

TABLE 8: BICYCLE FACILITY

PEDESTRIAN FACILITY

Sidewalks exist within six of the communities along the US 395 corridor. Outside of the communities, the pedestrian traffic is minimal and specific facilities do not exist. In these areas, pedestrians may utilize the paved and unpaved shoulder. The District is very interested in the safety and Complete Streets aspects of its highways, especially where they serve as main streets. In general, the larger communities have curb, gutter and sidewalk. Through Caltrans projects and local development review, the District aims to ensure facilities comply with current Americans with Disability Act (ADA) standards. Sidewalks, crosswalks, signals, signage, and other pedestrian facilities are continually evaluated for possible improvements to safety and functionality in consideration of the Complete Streets Program and actual needs. We would like to extend sidewalks in many of the communities in order to encourage walking and meet the non-motorized needs of the population.

Seg	Seg ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Sidewalk Width
8	E	57.33-58.05	Lone Pine	No	Yes	6-10
10	F	72.823-73.94	Independence	No	Yes	6 ft
12	G	99.2-100.795	Big Pine	No	Yes	7 ft
14	H	114.895-118.325	Bishop	No	Yes	10 ft
19	I	50.904-52.35	Lee Vining	No	Yes	6-10
23	J	76.33-76.78	Bridgeport	No	Yes	10 ft

TABLE 9: PEDESTRIAN FACILITY

Eastern Sierra Transit bus at the Sherwin Vista Point on Mono US 395 PM 4.0

TRANSIT FACILITY

There are four bus routes which travel along parts of US 395. The major north-south routes are operated by the Eastern Sierra Transit Authority (ESTA) and provide access to various locations between Reno, Nevada and Lancaster, California. ESTA provides a daily commuter route that runs between Lone Pine and Mammoth Lakes as well as a route that runs north to Reno four days a week and another that provides access south out of the region where the service terminates at the Metrolink Station in Lancaster. ESTA also provides Dial-a-Ride service in the Lone Pine, Bishop, and Walker/Coleville/Topaz area. The Yosemite Area Regional Transit System (YARTS) operates an east-west route and provides seasonal service along segment 17 connecting Mammoth Lakes and Lee Vining with the Yosemite Valley Visitor Center in Tuolumne County.

Seg	Mode & Collateral Facility	Name	Route End Points	Headway	Operating Period	Stations		Amenities	Bikes Allowed on Transit	Location Description
						Cities	Postmiles			
3-17	Commuter Bus	ESTA	Mammoth Lakes to Lancaster	Once per Day	Mon, Wed, Fri	Inyokern	KER_178_92.676		Yes	Union 76 Station
						Pearsonville	INY_395_R0.016			Chevron Station
						Olancha	INY_395_35.07			Ranch House Cafe
						Lone Pine	INY_395_54.48			Lone Pine McDonald's
						Independence	INY_395_73.45			Court House
						Big Pine	INY_395_100.186	Shelter		
						Bishop	INY_395_116.169	Shelter		Kmart
						Crowley Lake				Crowley Lake General Store
						Mammoth Lakes	MNO_203_5.84			Mammoth McDonald's

TABLE 10: TRANSIT FACILITY

Seg	Mode & Collateral Facility	Name	Route End Points	Headway	Operating Period	Stations		Amenities	Bikes Allowed on Transit	Location Description
						Cities	Postmiles			
8-31	Commuter Bus	ESTA	Lone Pine to Reno	Three times daily	Mon, Tue, Thur, Fri	Lone Pine	INY_395_54.48		Yes	Lone Pine McDonald's
						Independence	INY_395_73.45			Court House
						Big Pine	INY_395_100.186	Shelter		
						Bishop	INY_395_116.169	Shelter		Kmart
						Crowley Lake				Crowley Lake General Store
						Mammoth Lakes	MNO_203_5.84			Mammoth McDonald's
						Lee Vining	MNO_395_51.3			Caltrans Maintenance Station
						Bridgeport	MNO_395_76.62			Courthouse
						Walker	MNO_395_107.5			Amerigas
						Coleville	MNO_395_111.53			Antelope Elementary School
8-14	Commuter Bus	ESTA	Lone Pine to Bishop	Three times daily	Weekdays	Lone Pine	INY_395_54.48		Yes	Lone Pine McDonald's
						Independence	INY_395_73.45			Court House
						Big Pine	INY_395_100.186	Shelter		
						Bishop	INY_395_116.169	Shelter		Kmart
17-19	Traditional Bus	YARTS	Mammoth Mountain Inn to Yosemite Valley	Once (June/Sept.) & Thrice (July/Aug.) per Day	June & September (Weekend) July & August (Daily)	Lee Vining	MNO_395_51.25		Yes	Lake View Lodge
						Lee Vining	MNO_395_51.9			Mono Basin Visitor Center

TABLE 10: TRANSIT FACILITY

FREIGHT

US 395 is the lifeline for the Eastern Sierra Region serving both interregional and interstate traffic. There are no rail lines within this region, so all goods and services must be moved by truck. Based on surveys from the US 395 Origination and Destination Study, over half of the goods moment traffic was classified as 'Retail Trade' and almost 25% of trucks entering the study area were 'Empty'. Goods movement accounts for over 20% of the vehicles in many of the segments in the southern portion of the route. North of Mammoth Lakes, the truck traffic decreases by about two-thirds. The potential exists for increased goods movement related traffic in the future as the economy improves and with the potential build out and use of the Tahoe Reno Industrial Center (TRIC), a 107,000 acre industrial park in Storey County, Nevada, seven miles east of Sparks off I-80. The TRIC is served by the Union Pacific and Burlington Northern Santa Fe rail lines.

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 US 395 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**: There are several known prehistoric and historic archaeological sites along US 395; therefore, the appropriate level of archaeological and historical studies, including Native American consultation, will be required for any project along this route including the assessment and possible mitigation for all cultural resource impacts. US 395 also passes through four Federally Recognized Native American tribal lands. These include the lands of the Lone Pine Paiute-Shoshone Tribe, the Fort Independence Tribe, the Big Pine Paiute Tribe, and the Bishop Paiute Tribe.

- **Geology/Soils/Seismic**: There is a lot of seismic activity along the US 395 corridor. The Owens Valley Fault extends from Olancha to Bishop, encompassing segments 6 to 14. In 1872, in the Lone Pine area, an earthquake ranging between 7.6 and 8 on the Richter scale occurred. Segments 17 through 20 pass through one of the most highly monitored volcanic areas in the United States. This extends from the Long Valley caldera (listed as the #16 most dangerous U.S. volcano by the USGS) along the Mono-Inyo Chain of volcanoes concluding with the Mono Lake Volcanic Field, whose most recent eruption took place only 300 years ago.

- **Visual Aesthetics**: US 395, from the SR 14 Jct in Kern County to the SR 89 Jct in northern Mono County is eligible to be designated as a state scenic highway. Most of segment 11, from Fort Independence to Fish Springs Rd, is designated as a State Scenic Highway. All of the segments in Mono County are designated as State Scenic Highways except for those segments that pass through small communities and act as Main Streets. Portions of segments 18-21 pass through the Mono Basin National Forest Scenic Area.

- **Floodplain**: The Special Flood Hazard Areas (SFHA) maps as designated by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program were evaluated. Those areas listed as Low do not fall within a mapped floodplain. Some areas along US 395 have experienced flash flooding or major flooding in the past (Walker Canyon flood in 1997 and Oak Creek in 2008). Although the area is not designated as a 100 or 500 year flood risk by FEMA, these segments were listed as Medium or High based on the severity of the past flooding.

- **Air Quality**: Eastern Kern County (segments 1-4) is part of the Mojave Desert Air Basin and under the jurisdiction of the Eastern Kern Air Pollution Control District. Inyo and Mono Counties (segments 5-29) are a part of the Great Basin Valleys Air Basin under the stewardship of the Great Basin Unified Air Pollution Control District.

- **Waters and Wetlands**: Along the US 395 corridor, 56 perennial waterways cross the highway. These include many named creeks, irrigation ditches and the Los Angeles Aqueduct. There also exist many wetlands that fall within 100 ft of the centerline of the highway.

- **Special Status Species**: The following species are within a 2000 ft wide corridor centered along US395:
    - Bodie Hills cusickiella, *Cusickiella quadricostata*; California Rare Plant Rank (CRPR) 1B.2 (Moderately threatened in California) **Segment 22**
    - Creamy blazing star, *Mentzelia tridentate*; CRPR 1B.3 (Not very threatened in California) **Segment 5**
    - Desert tortoise, *Gopherus agassizii*; Threatened (Fed, CA) **Segments 1, 2, 5, Habitat range includes Segments 1-6**
    - Greater Sage Grouse, Centrocercus urophasianus; Near Threatened **Habitat range includes Segments 17-29**
    - Horn's milk-vetch, *Astragalus hornii var. hornii*; CRPR 1B.1 (Seriously threatened in California) **Segment 9**
    - Inyo County star-tulip, *Calochortus excavates*; CRPR 1B.1 **Segments 7-9, 11, 13, 15, 17**
    - Inyo phacelia, *Phacelia inyoensis*; CRPR 1B.2 **Segments 11-13**
    - Lavin's milk-vetch, *Astragalus oophorus var. lavinii*; CRPR 1B.2 **Segments 22, 23**
    - least Bell's vireo, *Vireo bellii pusillus*; Endangered (Fed, CA) **Segments 6-9**
    - Lemmon's milk-vetch, *Astragalus lemmonii*; CRPR 1B.2 **Segment 17**
    - Long Valley milk-vetch, *Astragalus johannis-howellii*; CRPR 1B.2 **Segment 18**
    - Mohave ground squirrel, *Xerospermophilus mohavensis*; Threatened (CA) **Segments 2, 3, 5, 6**
    - Mono milk-vetch, *Astragalus monoensis*; CRPR 1B.2 **Segment 18**
    - Mono Lake lupine, *Lupinus duranii*; CRPR 1B.2 **Segment 18**
    - Owens pupfish, *Cyprinodon radiosus*; Endangered (Fed, CA) **Segment 7-11, 13**
    - Owens tui chub, *Siphateles bicolor snyderi*; Endangered (Fed, CA) **Segments 6-9 11, 13, 15, 17**
    - Owens Valley checkerbloom, *Sidalcea covillei*; Endangered (CA) NPS 1B.1 **Segments 5, 6, 9, 14, 15**
    - Parish's popcornflower, *Plagiobothrys parishii*; CRPR 1B.1 **Segments 6, 7, 9, 15**
    - Shevock's bristle moss, *Orthotrichum shevockii*; CRPR 1B.3 **Segment 29**
    - Sierra Nevada red fox, *Vulpes vulpes necator*; Threatened (CA) **Segments 14, 18, 19, 20**
    - Sierra Nevada yellow-legged frog, *Rana sierra*; Proposed Endangered (Fed) Threatened (CA) **Segments 7, 8, 9, 18**
    - Southwestern willow flycatcher*, Empidonax traillii extimus*; Endangered (Fed, CA) **Segments 11,15**
    - Swainson's hawk*, Buteo swainsoni*; Threatened (CA) **Segments 11-13, 21, 22**
    - Western snowy plover, *Charadrius alexandrinus nivosus*; Threatened (Fed) **Segments 6, 7**

Seg	Cultural Resources	Geology/Soils/ Seismic	Floodplain	Air Quality				Waters and Wetlands	Special Status Species	Habitat Connectivity
				Ozone	PM 2.5	PM 10	CO			
1	High	Low	Low	Nonattainment	Attainment/Unclassified	Unclassifiable /Attainment	Unclassifiable/Attainment	Low	Med	Low
2						Attainment-Maintenance			High	
3			High	Attainment/Unclassified						
4									Med	
5			Med			Nonattainment		High	High	Med
6			Low							
7									Med	
8								Low		Low
9			High					High		Med
10								Low	Low	Low
11			Med					Med	High	Med
12			High			Unclassifiable/ Attainment		Low	Low	Low
13			Low					Med	Med	Med
14			Med						Low	Low
15			High					High	High	Med
16			Low					Low	Low	Low
17		Med	High			Nonattainment		Med		Med
18			Low						High	
19								Low	Med	Low
20								Med		Med
21		Low				Unclassifiable/ Attainment		Low	Low	
22			High					Med		
23			Med					Low		
24			High					High		
25			Med							
26			High					Low		Low
27								Med		
28			Med					Low		
29			High					Med	Med	

TABLE 11: 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 2010. Only one segment is performing below the concept LOS but that will be mitigated by the construction of the Olancha-Cartago 4-lane project which has an estimated completion date of 2021. After the construction of the project, the segment will operate at LOS A. **Error! Bookmark not defined.Error! Bookmark not defined.Error! Bookmark not defined.Error! Bookmark not defined.Error! Bookmark not defined.**

Segment #	AADT (BY)	AADT (HY)	AADT: Growth Rate/Year (%)	LOS (BY)	LOS (HY)	LOS Concept	VMT (BY)	VMT (HY)	Total Average Annual Daily Truck Traffic (AADTT) (BY)	AADTT (HY)	Total Trucks (% of AADT) (BY)	5+ Axle Trucks (as % of AADT)(BY)	Peak Hour Directional Split (BY)	Peak Hour VMT (BY)	Peak Hour VMT (HY)
1	3900	4310	0.5	B	B	C	1760	1940	672	742	17.2	10.3	75/25	220	240
2	4140	4760	0.7	C	C	C	59660	68600	658	757	15.9	8.8	75/25	8360	9610
3	2850	3150	0.5	C	C	C	42110	46540	651	719	22.9	12.1	75/25	6350	7020
4	5530	6100	0.5	A	A	C	39620	43710	1115	1232	20.2	8.4	75/25	7520	8310
5	5600	6190	0.5	A	A	C	173940	192260	1115	1232	19.9	8.3	70/30	30940	34180
6	5600	6190	0.5	D	D	C	59020	65240	1115	1232	19.9	8.3	70/30	10360	11450
7	5710	6300	0.5	A	A	C	89420	98660	1141	1261	20.0	8.3	87/13	13010	14380
8	6510	7190	0.5	A	A	C	5140	5680	1154	1275	17.7	7.5	83/17	720	800
9	6160	6800	0.5	A	A	C	91000	100460	1161	1282	18.9	7.9	83/17	13550	14970
10	6210	6860	0.5	A	A	C	6940	7660	1164	1286	18.7	7.8	83/17	1020	1130
11	6100	6740	0.5	A	A	C	154090	170250	1167	1289	19.1	8.0	67/33	24580	27160
12	6100	6740	0.5	A	A	C	9730	10750	1167	1289	19.1	8.0	67/33	1550	1710
13	9420	10410	0.5	A	A	C	127120	140480	1167	1289	12.4	5.2	62/38	15760	17420
14	12700	14040	0.5	A	A	C	51240	56650	1167	1289	9.2	3.8	56/44	6230	6880
15	8440	9520	0.6	A	A	C	93970	106000	918	1035	10.9	2.7	79/21	10230	11530
16	6480	7150	0.5	A	A	C	44840	49480	918	1014	14.2	3.5	82/18	5630	6220
17	7020	7760	0.5	A	A	C	132190	146120	918	1014	13.1	3.2	74/26	19110	21120
18	4260	4700	0.5	A	A	C	107160	118220	553	611	13.0	3.1	59/41	19230	21250
19	3730	4120	0.5	A	A	C	5390	5960	397	439	13.6	4.8	50/50	910	1010
20	3330	3680	0.5	C	C	C	25140	27780	346	382	10.4	6.4	50/50	4770	5270
21	3250	3590	0.5	A	A	C	13510	14920	353	389	10.9	6.4	58/42	2010	2220
22	3250	3590	0.5	C	C	C	39890	44060	359	397	11.1	6.2	58/42	5930	6550
23	3200	3540	0.5	A	A	C	1440	1590	336	371	10.5	7.1	58/42	220	240
24	2890	3190	0.5	C	C	C	48900	53970	324	358	11.2	8.2	52/48	8390	9270
25	3230	3560	0.5	C	C	C	41290	45510	312	345	9.7	7.8	55/45	5870	6480
26	3400	3760	0.5	B	B	C	5150	5700	368	407	10.8	7.5	56/44	710	790
27	3530	3890	0.5	C	C	C	11450	12620	368	407	10.4	7.3	56/44	1520	1680
28	3530	3890	0.5	B	B	C	8280	9120	368	407	10.4	7.3	58/42	1130	1250
29	3510	3880	0.5	C	C	C	24230	26780	368	407	10.5	7.3	58/42	3320	3670

KEY CORRIDOR ISSUES

US 395 provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierra Nevada Mountains. Some past issues that have temporarily closed the highway are mudslides, flash flooding, wildfires and large amounts of snowfall during the winter. There are very few paved alternatives to US 395, many of which are hundreds of miles out of the way, so keeping the route open at all times is a priority.

One of the main issues on the corridor in the past has been the high recreational traffic volumes during holiday weekends. Much of this has been mitigated as more of the highway is constructed to concept. Constructing a four-lane highway and passing lanes is the ultimate concept for the route. Route improvements that will also be considered include: widening shoulders to make the road accessible and safer for all modes of transportation and accommodating bicycles and pedestrians; constructing sidewalks and bicycle facilities within the communities; improving access points to the highway through acceleration and deceleration lanes; and improving drainage.

CORRIDOR CONCEPT

CONCEPT RATIONALE

No significant growth or development is anticipated in the rural communities served by US 395. The majority of the land in the area is publicly owned (96% in Inyo County, 94% in Mono County) and growth will be very slow if it is to occur at all. The 2011 US 395 Origin and Destination Study found that over 60% of surveyed travelers entering the area described recreation as the main purpose of their trip. Although the local areas growth projects to be minimal, recreational traffic and goods movement will continue to be a major source of traffic on the corridor and should be accommodated. US 395 is designated as a High Emphasis Focus Route (one of 10 in California) in the Interregional Transportation Strategic Plan (ITSP). The concept for the US 395 corridor in the ITSP includes four-lane expressway and four-lane conventional roadway from the San Bernardino/ Kern County line to Lee Vining in Mono County. North of Lee Vining to the Nevada State line the concept is described as combination of four-lane conventional roadway, four-lane expressway, and two-lane fully improved conventional roadway with passing lanes.

PLANNED AND PROGRAMMED PROJECTS

Seg.	Description	Purpose	Planned or Programmed	Location	Source
5	Haiwee Clear Zone	Shoulder widening and Rumble Strip	Programmed	INY R20.3/ 22.3	APL
6	Olancha Cartago 4-Lane	Construct 4-lane expressway	Programmed	INY 29.2/41.8	APL
7	NB BARLETT CAPM	CAPM	Programmed	INY 45.5/ 50.3	10-Year SHOPP
14	Bishop ADA	ADA compliance	Programmed	INY 114.9/116.4	APL
16	N. Sherwin CAPM	CAPM	Programmed	MNO R6.9/R9.9	APL
16	North Sherwin Shoulders	Shoulder widening	Planned	MNO R6.9/R10.3	10-Year SHOPP
20	Lee Vining Rockfall	Minimize rockfall	Programmed	MNO 52.3/53.7	10-Year SHOPP
21-22	Conway CAPM	CAPM	Programmed	MNO 63.9/65.1	APL

TABLE 13: Planned and Programmed Projects

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose	Implementation Phase
1-2	Construct 4-lane expressway	KER 0.0/14.8	RTP	System Expansion	Long Term
2	Construct passing lanes	KER 0.48/14.8	Caltrans D9 Recommendation	System Management	Long Term
3	Construct 4-lane expressway	KER 14.8/R23.0	RTP	System Expansion	Long Term
3	Construct passing lanes	KER R15.0/23.4	RTP	System Management	Long Term
3	Construct 4-lane expressway	KER R23.0/R30.0	RTP	System Expansion	Long Term
3	Shoulder widening	KER R25.4/R29.452	Caltrans D9 Recommendation	System Management	Long Term
5	Construct acceleration lanes	INY R0.03/R0.20	Caltrans D9 Recommendation	System Management	Long Term
5	CAPM	INY R20.0/25.8	10-Year SHOPP	System Preservation	Short Term
5	Widen shoulders, correct roadside slope, and install rumble strip.	INY R20.3 /R22.2	10-Year SHOPP	System Management	Short Term
7	Construct sidewalk	INY 56.81/57.28	Caltrans recommendation	Pedestrian Circulation and Operational Enhancement	Short Term
12	Construct sidewalk -east side	INY 100.60/100.815	Big Pine Community plans	Pedestrian Circulation	Long Term
13-14	Construct alternate truck route east of Bishop	INY 112.32/116.45	RTP	System Expansion	Long Term
14	Construct sidewalk	INY 116.478/117.823	Caltrans D9 Recommendation	Pedestrian Circulation and Operational Enhancement	Short Term
15	Park and Ride	INY R126.14	Caltrans D9 Recommendation	Operational Enhancement	Long Term
16	Construct runaway truck ramp, southbound	MNO R0/R0.5	Caltrans D9 Recommendation	System Expansion	Long Term
16	Vista Points improvements / ADA	MNO R4.1/R4.5	Caltrans D9 Recommendation	System Management	Short Term
17	3R Rehabilitate Pavement	MNO R6.9/R10.3	Caltrans D9 Recommendation	System Preservation	Long Term
17	Intersection improvements and possible frontage road	MNO R9/R10.7	APL	System Management	Long Term
17	Construct acceleration lanes and right-turn pocket	MNO R10.179/R10.349	Caltrans D9 Recommendation	System Management	Short Term
18	CAPM	MNO 40/45	10-Year SHOPP	System Preservation	Short Term
21	Construct passing lanes	MNO 57.8/60.2	RTP	System Management	Short Term
21	Vista Point improvements / ADA	MNO 62.5/62.55	RTP	System Management	Short Term
21	Slope Stabilization	MNO 62.4/62.8	Caltrans D9 Recommendation	System Preservation	Short Term
21	Construct center turn lane	MNO 63.5/63.6	Caltrans D9 Recommendation	System Management	Short Term
22	Construct passing lanes	MNO 66/68	RTP	System Management	Long Term

TABLE 14: PROJECTS AND STRATEGIES PART 1

Seg.	Description	Location	Source	Purpose	Implementation Phase
22	CAPM	MNO 69.8/75	10-Year SHOPP	System Preservation	Short Term
22	Widen shoulders	MNO 69.6/75	Caltrans D9 Recommendation	System Preservation	Short Term
22	Curve correction	MNO 72.8/73.5	Caltrans D9 Recommendation	System Management	Long Term
22	Construct center turn lane and widen shoulders	MNO 74.8/76.3	Caltrans D9 Recommendation	System Preservation	Short Term
23	Construct sidewalk	MNO 76.3/76.5	Caltrans D9 Recommendation	System Expansion	Short Term
24	Replace culverts	MNO 77.0/87.0	10-Year SHOPP	System Preservation	Short Term
24	Widen shoulders	MNO 88.3/91.6	RTP	System Management	Long Term
24	Widen shoulders	MNO 91.6/93.7	RTP	System Management	Long Term
24	Curve correction / realignment	MNO 90.8/92.3	RTP	System Management	Long Term
25	Widen shoulders	MNO 95.6/98.803	Caltrans D9 Recommendation	System Management	Long Term
25	Widen shoulders	MNO 101.273/106.35	Caltrans D9 Recommendation	System Management	Long Term
25-29	CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term
26	Install decomposed granite for sidewalk purposes	MNO 106.341/107.512	Caltrans D9 Recommendation	System Expansion	Short Term
26-29	Widen shoulders	MNO 106.35/116.965	TCR, 2000	System Management	Long Term

TABLE 15: PROJECTS AND STRATEGIES PART 2

APPENDIX

APPENDIX A
GLOSSARY OF TERMS AND ACRONYMS

Acronyms

2C – Two-Lane Conventional Highway
2E – Two-Lane Expressway
4C – Four-Lane Conventional Highway
4E – Four-Lane Expressway
AADT – Annual Average Daily Traffic
AADTT – Annual Average Daily Truck Traffic
ABC – American Bird Conservancy
ACEC – Area of Critical Environmental Concern
AUM – Animal Unit Month
BLM – Bureau of Land Management
BY – Base Year
Caltrans – California Department of Transportation
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

Annual Average Daily Traffic (AADT) – 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 to 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. AADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Animal Unit Month (AUM) – A measure for the amount of consumable forage for grazing animals. AUMs provide a standard measure in the issuance of grazing permits in order to properly manage and conserve the amount of forage production provided by the land. 1 AUM is measured as 26 pounds of forage dry matter per day; the estimated standard amount of food needed for a 1,000 pound cow.

Attainment/Unclassified – A status designation that the California Air Resources Board is required to apply to areas of the state which signifies either that pollutant concentrations do not violate the standard for that pollutant in that area or that data does not support either an attainment or nonattainment status.

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

California Department of Fish and Wildlife (DFW) Nongame Wildlife Program – A conservation program which categorizes sensitive bird, mammal, reptile and amphibian species for the purposes of resource assessment, research, conservation planning, recovery planning, permitting, and outreach activities.

Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the species

Species of Special Concern designates a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role;

is listed as Federally-, but not State-, threatened or endangered; meets the state definition of threatened or endangered but has not formally been listed;

is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status;

has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status.

California Endangered Species Act (CESA) List – A list of species determined to be "rare", "threatened" or "endangered" by the California Fish and Game Commission under the California Endangered Species Act. Listing is based on present or threatened modification or destruction of habitat, competition, predation, disease, overexploitation by collectors, or other natural occurrences or human-related activities.

> **Endangered** In serious danger of becoming extinct throughout all, or a significant portion, of a species' range due to one or more causes, including loss of habitat, over exploitation, competition, or disease.
>
> **Threatened** Likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts.

California Legal Advisory Route – A California Legal Network Route that advises against any California Legal Truck Tractor that is over the posted KPRA lengths. KPRA lengths typically range from 30 to 38 feet.

California Legal Network Route – A route which prohibits any truck tractor that does not conform to the standards of a California Legal Truck Tractor either for semitrailer conditions or semitrailer double conditions.

California Native Plant Society (CNPS) List – An inventory of rare and endangered plant species, subspecies, and varieties tracked in California. These plants are categorized based on their degree of rarity and endangerment.

> **1B.** Plants rare, threatened, or endangered in California and elsewhere;
>
> > **1B.1** seriously threatened in California.
> >
> > **1B.2** fairly threatened in California.
> >
> > **1B.3** not very threatened in California.

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.

Census Designated Place – An unincorporated concentration of population that is identifiable by name but not a legally incorporated entity. CDPs have statistical and count data collected for them by the US Census Bureau.

Changeable Message Sign (CMS) – A full matrix display sign capable of displaying a variety of character heights and up to three lines of text.

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.

Conventional Highway – A highway generally without controlled access. Grade separations at intersections or access control may be used at spot locations when justified.

Endangered Species Act (ESA) List – A list of species determined to be "endangered" or "threatened" by the U.S. Fish and Wildlife Service under Section 4 of the Endangered Species Act. Listing is based solely on the basis of a species' biological status and threats to their existence and makes the "take" and trade of the species without a permit unlawful.

Endangered In danger of extinction throughout all or a significant portion of a species' range.

Threatened Likely to become endangered within the foreseeable future.

Candidate Eligible for a proposed listing but precluded by higher listing priorities.

Expressway – An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

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.

Fault – A break in the rocks that make up the Earth's crust, along which rocks on either side have moved past each other.

Functional Classification – Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided, i.e. Principal and Minor Arterial Roads, Collector Roads, and Local Roads.

Principal Arterial A roadway that serves a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important. These roadways typically carry higher traffic volumes and are usually the route of choice for intercity buses and trucks.

Interstate A Principal Arterial roadway designed for mobility and long-distance travel. Characteristics include limited access, divided medians and emphasis on linking major urban areas of the United States.

Other Freeway or Expressway A Principal Arterial roadway with its directional travel lanes typically separated by some type of physical barrier, access and egress points that are limited to on- and off-ramp locations, and a very limited number of at-grade intersections. Abutting land uses are not directly served by this road type.

Other Principal Arterial A Principal Arterial roadway that serves major centers of metropolitan areas, provides a high degree of mobility and that can also provide mobility through rural areas. Abutting land uses can be directly served by this road type.

Minor Arterial A roadway that provides service for trips of moderate length, that serves geographic areas that are smaller than those served by the Principal Arterials, and that provides intra-community continuity and may carry local bus routes. In rural areas, Minor Arterials are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement.

Collector A roadway which gathers traffic from Local Roads and funnels it to the Arterial Network. Primarily serves intra-county travel rather than statewide and constitutes those routes on which predominant travel distances are shorter than on Arterial Routes.

Major Collector A Collector that is longer in length, having a lower density of connecting driveways, higher speed limits and greater intervals of spacing than Minor Collectors. These roadways can serve a higher volume of traffic.

Minor Collector A Collector that is shorter in length, having a higher density of connecting driveways, lower speed limits and smaller intervals of spacing than Major Collectors. These roadways serve lower volumes of traffic.

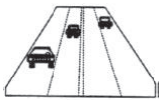
Local Road A roadway not intended for long distance travel and that provides direct access to abutting land. This road type accounts for the largest percentage of all roadways in terms of mileage. Through traffic and Bus Routes are typically discouraged.

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

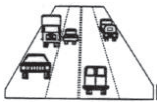
Interregional Road System Route (IRRS) – A route that is a part of the IRRS system of highways and a subset of the Freeway and Expressway System that is outside of any urbanized area and provides access to, and links between, the State's economic centers, major recreation areas, and urban and rural regions.

Kingpin-to-rear-axle (KPRA) – The distance between the kingpin of a tractor to the rear axle of the semi trailer used to regulate the size of semi-trailer trucks permitted on CA Legal Advisory Routes.

Level of Service (LOS) – 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. The Six levels of LOS are 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 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.

Nonattainment – A designation that the California Air Resources Board is required to apply to areas of the state which signifies that a pollutant concentration violated the standard for that pollutant in that area at least once, excluding those occasions when a violation was caused by an exceptional event.

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.

Petroglyph – An image or design made by engraving, carving or scratching away the dark layer of rock varnish on a rock's surface to reveal the lighter rock underneath.

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 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.

Prehistoric – Denoting a period of time before written records.

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.

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 – According to the United States Census Bureau, rural consists of all territory, population, and housing units located outside Urbanized Areas (UAs) and Urbanized Clusters (UCs). UA and UC boundaries represent densely developed territory, encompassing residential, commercial, and other nonresidential urban land uses. A UA consists of densely developed territory that contains 50,000 or more people. A UC consists of densely developed territory that has at least 2,500 people but fewer than 50,000 people.

Segment – A portion of a facility between two points.

Special Flood Hazard Area (SFHA) – The land area covered by the floodwaters of the base flood on National Flood Insurance Program (NFIP) maps. These areas are subject to floodplain management regulations where the mandatory purchase of flood insurance applies.

> **100-Year Flood Zone** – An area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year.
>
> **500-Year Flood Zone** – An area that will be inundated by a flood event having a 0.2-percent chance of being equaled or exceeded in any given year.

Special Status Species – Any species which is listed or proposed for listing under any of the ESA, CESA, ABC, DFG, IUCN, USFS or USFWS programs which tracks endangered or threatened species populations.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20-25 years. This can include non-capacity increasing operational improvements (auxiliary lanes, channelizations, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

Terminal Access Route – A route which provides STAA trucks access to truck terminals to unload freight.

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

APPENDIX B
RESOURCES

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Transportation Concept Report

State Route 158

District 9

June xx, 2014

Figure 1: Looking south along SR 158 0.5 mile north of the Rush Creek Substation driveway

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 9 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

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

Approvals:

_____	_____	_____	_____
Ryan A. Dermody	Date	Thomas P. Hallenbeck	Date
Deputy Director, Planning, Programming, and Local Assistance, Caltrans District 9		*Director, Caltrans District 9*	

TABLE OF CONTENTS

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, mobility, delivery, stewardship, and service.

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) 158 Transportation Concept Report (TCR). Prior to document finalization, stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of working with stakeholders adds to the value of the TCR, allows for external input and ideas to be included in the document, increases credibility, and helps strengthen public support and confidence.

Stakeholders in the SR 158 planning area are community members and agencies including:

- Bureau of Land Management, Bishop Field Office
- California Department of Transportation (Caltrans)
- Great Basin Unified Air Pollution Control District
- June Lake Citizens Advisory Committee
- June Lake Trails Committee
- Mono County Community Development Planning Division
- Mono County Local Transportation Commission

Figure 2: Location of State Route 158 in Caltrans District 9

EXECUTIVE SUMMARY

This document addresses the use and development of SR 158 from a base year, 2012, the most recent year that traffic volume data is available, to the horizon year, 2032, the year furthest in time from the base year that it is believed traffic volumes and other parameters can be predicted with reasonable accuracy.

SR 158 is a conventional two-lane highway traversing the Glass Mountain Spur of the Sierra Nevada Range and the southern part of the Pumice Valley. The road begins and ends at US 395, a principal arterial highway connecting SR 158 directly to Reno, Nevada and indirectly to Los Angeles via SR 14 and to San Bernardino via I-15 and I-215. The southern end of SR 158 is at June Lake Junction on the Glass Mountain Spur of the Sierra Nevada Range; the northern end is at Grant Lake Junction in the Pumice Valley. The route provides the only paved connections from US 395 to June Lake, the only community along SR158. From end to end SR 158 is known locally as the June Lake Loop; much of the southern part of the highway has been designated by the County of Mono as Boulder Drive.

The environment along the highway is noted for its scenery and recreational opportunities. Because elevations on SR 158 range from 6,800 to 7,700 feet, snow is prevalent during many winters; a small part of the southern section may be closed typically for one day, but may be closed for up to a week to enable maintenance personnel to safely remove avalanche snow covering the roadbed. During closures of the southern section, access from June Lake Junction to the June Lake area is available via Northshore Drive, a County of Mono maintained paved road that intersects SR 158 on both sides of the avalanche area. Also during many winters, all of the northern section of the route may be closed from the first significant snowfall until as late as early spring to protect the public from danger from heavy (avalanche) snowfall from mountain slopes along the western side of the route.

Concept Summary

Segment ID	Segment Description	Existing Facility	20-year System Operations and Management Concept	20-year Facility Concept
1	June Lake Junction, south junction with US 395, to 0.003 mile southwest of Inyo National Forest Road 02S12, entrance to June Lake Campground, in June Lake, PM 0.000/R2.463	two-lane conven-tional	maintain only, PM 0.000/1.080; Shoulder pavement and clear areas widened to current standard and turnouts added where feasible for scenic viewing and to allow more travelers to park at least partially off of the travelled way; more separation from travelled way for pedestrians and bicyclists; PM 1.080/R2.463	two-lane conven-tional
2	0.003 mile southwest of Inyo National Forest Road 02S12, entrance to June Lake Campground, to 0.002 mile northeast of Gull Lake Road in June Lake, PM R2.463/R2.857	two-lane conven-tional	Maintain only in curbed area; , in non-curbed area, shoulder pavement and clear areas widened to current standard where feasible for scenic viewing, allowing disabled vehicles to park at least partially off of the travelled way; and to better accommodate pedestrians and bicyclists	two-lane conven-tional
3	0.002 mile northeast of Gull Lake Road to the winter closure gate 0.110 mile northwest of the Rush Creek Substation driveway in June Lake, PM R2.857/5.970	two-lane conven-tional	Shoulder pavement and clear areas widened to current standard where feasible for scenic viewing and to allow disabled vehicles to park at least partially off of the travelled way, and to better accommodate pedestrians and bicyclists	two-lane conven-tional

Segment ID	Segment Description	Existing Facility	20-year System Operations and Management Concept	20-year Facility Concept
4	winter closure gate 0.110 mile northwest of the Rush Creek Substation driveway in June Lake to Grant Lake Junction, the north junction with US 395, PM 5.970/15.836	two-lane conven-tional	Shoulder pavement and clear areas widened to current standard where feasible for scenic viewing and to allow disabled vehicles to park at least partially off of the travelled way, and to better accommodate pedestrians and bicyclists	two-lane conven-tional
			Crossing of Alger Creek, PM 6.99/7.00, presently on Bridge 47-0041[1] [2] [3], widened from 26 feet to a value sufficient to allow shoulder and lane widths to be increased to current standard to better accommodate pedestrians and bicyclists	

Concept Rationale

Minimal growth and development is expected in the June Lake and adjoining Pumice Valley areas. The volume to capacity ratio as defined in the 2010 Highway Capacity Manual has been calculated as less than twenty percent for the entire length of SR 158 for the present and twenty years hence and has been so since at least 2003, it appears, assuming a 0.5 percent annual increase in traffic [26], that SR 158's present two through mixed-flow lanes should provide adequate capacity for at least the next twenty years. However, lane and shoulder widths should be increased, including water course crossings, to the current standard. Also, clear recovery zone widths should be increased and turnouts added.

Additionally, an operational improvement should be considered that may better serve the public: Full-year operation of the segment of Route 158 between the winter closure gate north of the Rush Creek Substation driveway and Grant Lake Junction.

Proposed Projects and Strategies

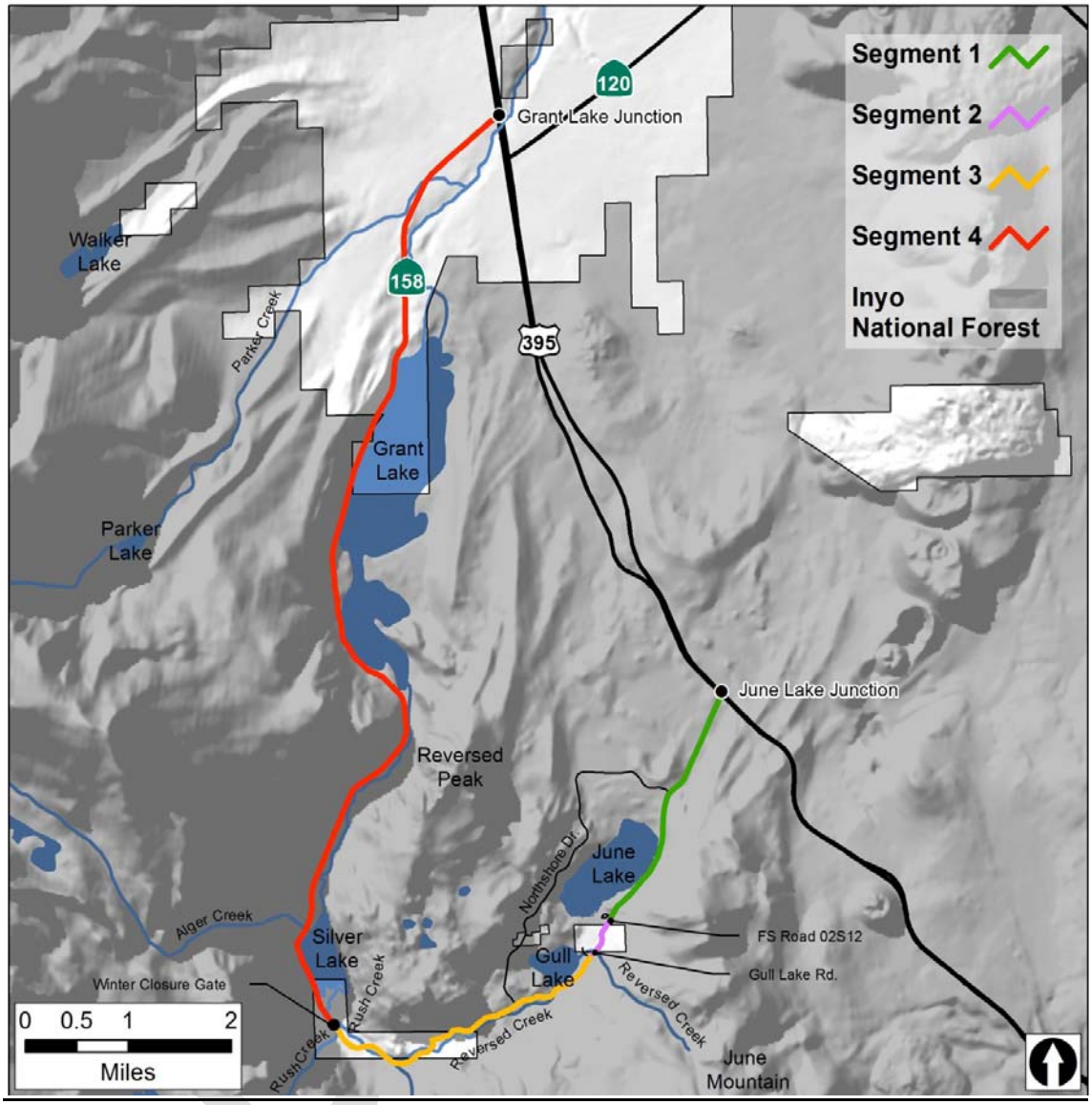
Presently, District 9 has no programmed projects or studies; however, the following study is recommended:

In support of full-year operation of Segment 4:

- identify and substantiate the reasons for the winter closure including a discussion of potential avalanche locations
- examine the methods and costs amenable to avalanche control,
- compare the positive and negative effects of the present closure with full-year operation of the segment of SR 158, including input from local citizens and officials

CORRIDOR OVERVIEW

ROUTE SEGMENTATION



Segment ID	Location Description	County–Route–Beginning PM	County–Route–Ending PM
1	June Lake Junction, south junction with US 395, to 0.003 mile southwest Inyo National Forest Road 02S12, entrance to June Lake Campground, in June Lake	Mno–158–0.000	Mno–158–R 2.463
2	0.003 mile southwest of Inyo National Forest Road 02S12, entrance to June Lake Campground, to 0.002 mile northeast of Gull Lake Road in June Lake	Mno–158–R 2.463	Mno–158–R 2.857
3	0.002 mile northeast of Gull Lake Road to the winter closure gate 0.110 mile northwest of the Rush Creek Substation driveway in June Lake	Mno–158–R 2.857	Mno–158–5.970
4	winter closure gate 0.110 mile northwest of the Rush Creek Substation driveway in June Lake to Grant Lake Junction, the north junction with US 395	Mno–158–5.970	Mno–158–15.836

Figure 3: Segmentation of Route 158

ROUTE DESCRIPTION

Route Location: SR 158 begins at June Lake Junction, the south junction with US 395 atop the Glass Mountain Spur of the Sierra Nevada Range, approximately eleven miles south of Lee Vining; it ends at Grant Lake Junction, the north junction with Route 395 in the Pumice Valley, approximately five miles south of Lee Vining. SR 158 leaves June Lake Junction in a southwesterly direction and continues in that direction for approximately four miles, passing through the central business area and residential areas of the unincorporated community of June Lake and adjacent to June and Gull lakes as well as a skiing area, a trail head, several campgrounds, both private and public. Both June and Gull lakes are open to the public for boating and fishing; additionally, June Lake is open for swimming [4].

For the next two miles, the route continues in a westerly direction through the Down Canyon area of the June Lake area that is mainly residential, mostly adjacent to the highway, as well as a trail head and few businesses along the highway.

The remainder of the route continues in a northerly direction passing:

- a hydro-electric power generating plant;
- Silver and Grant lakes, open to the public for boating and fishing;
- campgrounds and hiking and equestrian trails;
- a picnic area; and
- a pack station [4].

Route Purpose: Provide a paved road connection to the June Lake area from/to US 395 for visitor access to/from recreation, resort, and culinary opportunities; service personnel access to/from their facilities or places of employment; and June Lake area residents access to/from home.

Major Route Features:

- Segment 1
  - June Lake, within 100 feet of the northwest side of the highway between Post Miles 1.541 and 2.060, is open to recreational use [4]. The most direct access to the recreational facilities at the lake is via Northshore Drive at post mile 1.080. Summer recreational traffic at the intersection with Northshore Drive may be a significant traffic generator.
  - On the June Lake side of the highway (between Post Miles 1.54 and 2.06) from the edge of the roadway, the ground slopes down to the lake at a maximum decline of 1:1. Across from the Lake side of the highway, the northwest slope of Mount Downs has an incline at the highway as steep as 1/4:1 [5]. In many locations on both sides of the roadbed the outer edge of the shoulder is synonymous with the beginning of the slope.
  - Fixed and portable avalanche-control devices employed to prevent accumulated snow at the top of snow chutes near the summit of Mount Downs, above the southeast side of the highway between Post Miles 1.8 and 2.2, from plummeting onto the travelled way of SR 158 without warning.

    Proper use of the control devices has made avalanche initiation times predictable enabling Caltrans personnel to close SR 158 before avalanches are triggered and, because there is usually less snow accumulation than in unpredictable situations and because clean-up operations are planned somewhat in advance, the road is often re-opened from less than a day to a week, typically within one day.

During avalanche-control operations, Northshore Drive, a Mono County road, intersecting Route 158 at Post Mile 1.080 in segment, 1 and at Post Mile 3.850 in Segment is used as a bypass of the closed part of SR 158 between Post Miles 1.8 and 2.2 northeast of the central business area of the community of June Lake.

- Segment 2
  - The segment covers the central business area of the community of June Lake. Segment 2 is the only part of SR 158 having sidewalks, curb and gutter, ADA-compliant access ramps, and PCC driveway approaches.
- Segment 3
  - Provides access to boating and fishing at Gull Lake [4], is accessed via Gull Lake Road intersecting SR 158 at Post Mile R2.859.
  - Provides access to the June Mountain Ski Area, a regional facility, accessed from SR 158 at Post Miles 3.810 and 3.947. Since the winter of 2005/2006, the ski lift has attracted a median between 600 and 700 persons/day and 66,000 persons through the ski season [6]. As such, the ski lift may seasonally be considered a significant traffic generator on Route 158
  - As noted above, is the southwest end of the SR 158 avalanche-control bypass, Northshore Drive, is at Post Mile 3.850.
  - Northshore Drive and both Ski Area driveways T-intersect with SR 158. The offset between Northshore Drive and the Ski Area's northeast driveway is approximately 200 feet; the offset between Northshore Drive and the Ski Area's southwest driveway is approximately 500 feet.
- Segment 4
  - Provides access, in combination with Inyo National Forest roads, to recreational opportunities adjacent to the highway from PM 6.37 to PM 11.05 (between Silver and Grant lakes) [4].
  - Unlike the other segments of SR 158 which remain open throughout the year, Segment 4 is closed at or immediately after the first significant snowfall and remains closed until the likelihood of more snowfall is minimal. Within the past 18 years the earliest closure of the road was on November 9, the latest re-opening was on April 25. The longest period of closure was 148 days from November 26, 2004 through April 22, 2005 [7].

Route Designations and Characteristics:

Affiliation/Designation/ Characteristic	Segment ID			
	1	2	3	4
Freeway & Expressway System	no	no	no	No
National Highway System	no	no	no	No
Strategic Highway Network	no	no	no	No
Scenic Highway Designation	eligible	eligible	eligible	eligible
Interregional Road System	no	no	no	No
High Emphasis	no	no	no	No
Focus Route	no	no	no	No
Federal Functional Classification	Major Collector	Major Collector	Major Collector	Major Collector
Goods Movement Route	no	no	no	No
Truck Designation	California Legal Network	California Legal Network	California Legal Network: PM ≤ 3.85; California Legal Advisory Route: PM > 3.85	California Legal Advisory Route
Rural/Urban/Urbanized	rural	rural	rural	Rural
Regional Transportation Planning Agency	Mono County LTC	Mono County LTC	Mono County LTC	Mono County LTC
County Transportation Commission	Mono County LTC	Mono County LTC	Mono County LTC	Mono County LTC
Local Agency	County of Mono	County of Mono	County of Mono	County of Mono
Air District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District
Terrain	mountainous	rolling	mountainous	rolling

COMMUNITY CHARACTERISTICS

The only community that SR 158 traverses is June Lake. It is an unincorporated community named for one of the two lakes adjacent to its central business area. As defined by the U. S. Census Bureau, the community of June Lake extends along SR 158 from Post Mile 1.08, its northeast intersection with Northshore Drive, to Post Mile 7.58, 0.42 mile north of the entrance to the Silver Lake campground. The 2010 population of June Lake is 629 [16]. The approximate elevation along Route 158 in the community of June Lake varies from 7,250 and 7,800 feet above mean sea level. The U. S. Forest Service reported that in 1988 users of the part of the Inyo National Forest in and surrounding the June Lake community racked up approximately one million visitor days [8].

June Lake's economy is driven primarily by recreational tourism. In the summer, recreational opportunities include:

- Water activities at four area lakes (June, Gull, and Silver in the community of June Lake and Grant Lake a few miles north).
- Hiking on trails intersecting Segments 1, 3, and 4 and
- Camping at area campgrounds adjacent to all four segments of SR 158.

In the winter when snow is on the ground, recreational activities include:

- Down-hill skiing adjacent to the highway between Post Miles 3.81 and 3.95, and
- Cross-country skiing and snowshoeing near the south end of the route at June Lake Junction

Land Use

Segment ID	Present Land Use/Zoning Designation
1	Commercial lodging, public facility, recreation, single-family residence, open space [8] [9] [10]
2	Commercial, commercial lodging, manufacturing, recreation, single family residence, mixed use, and open space [8] [9] [10]
3	Commercial, commercial lodging, natural habitat protection, manufacturing, public facility, recreation, rural residential, single family residence [8] [11] [12]
4	Natural habitat protection, public facility, recreation, open space [8] [13] [14]

A few single-family zoned areas abutting SR 158 are the only areas considered sensitive to noise from motor vehicles on Route 158. There are no land uses, present or proposed, that are sensitive enough to be affected by emission of air pollutants from motor vehicles.

SYSTEM CHARACTERISTICS

System Characteristic/Parameter	Segment ID			
	1	2	3	4
Existing Facility				
Facility Type	C	C	C	C
General Purpose Lanes	2	2	2	2
Lane Miles	4.926	0.788	6.210	19.732
Centerline Miles	2.463	0.394	3.105	9.866
Auxiliary Lanes, percent of centerline miles	2	0	0	0
Distressed Pavement, percent of centerline miles	0	0	0	0
Current ROW width, feet	90-132	60–90	50–174	70–200
Concept Facility				
Facility Type	C	C	C	C
General Purpose Lanes	2	2	2	2
Lane Miles	4.926	0.788	6.210	19.732
Centerline Miles	2.463	0.394	3.105	9.866
Auxiliary Lanes, percent of centerline miles	2	0	?	0
Post 20-year facility				
Facility Type	C	C	C	C
General Purpose Lanes	2	2	2	2
Lane Miles	4.926	0.788	6.210	19.732
Centerline Miles	2.463	0.394	3.105	9.866
Aux Lanes, percent of centerline miles	2	0	?	0
ROW width, feet	90-132	60-90	50–174	70–200
TMS Elements				
TMS Elements, base year	mainline metering at PM 0.210, existing	(none)	(none)	mainline metering at PM 15.720, existing
TMS Elements, horizon year	mainline metering at PM 0.210, continuing	(none)	mainline metering near PM 3.85, conceptual	mainline metering at PM 15.720, continuing

From end to end, SR 158 is a facility with two through mixed-flow lanes. Because traffic volumes are less than twenty percent of capacity and have remained so for at least the last twenty years, an increase traffic volume capacity appears unnecessary. Although two of the segments, 1 and 3, are described as mountainous, the addition of passing and/or truck climbing lanes appears unnecessary considering that the hourly traffic volume does not exceed 200 and the total hourly truck volume does not exceed twenty [28]. Also, the right-or-way width on SR 158 appears adequate through the horizon year.

BICYCLE FACILITY

Parameter	Value/Characteristic for Highway Segment:				
	1		2	3	4
	Bicycle Segment:				
	A	B	C	D	E

On-highway Bicycle Accommodation					
Post Mile Limits	0.000/1.080	1.080/R2.463	R2.463/R2.857	R2.857/5.970	5.970/15.836
Location Description	S junction with US. 395 to the NE intersection with Northshore Drive	NE intersection with Northshore Drive to 0.003 mi SW of Inyo National Forest Road 02S12	0.003 mi SW of Inyo National Forest Road 02S12 to 0.002 mi NE of Gull Lake Road	0.002 mi NE of Gull Lake Road to the winter closure gate 0.110 mi. N of the Rush Creek Substation driveway	winter closure gate 0.110 mi. N of the Rush Creek Substation driveway to the N junction with US 395
Bicycle Access Prohibited?	no	no	no	no	no
Facility Type	no bikeway designation	no bikeway designation	no bikeway designation	no bikeway designation	no bikeway designation
Outside Paved Shoulder Width, feet	5	1-4	4-10	1-20	2-12
Facility Description	continuous width paved shoulder	varying width paved shoulder	paved shoulder adjacent to curb on right (NW) side; adjacent to curb on left (SE) side from PM R2.565 to PM R2.820 only; varying width paved shoulder elsewhere on left side	varying width paved shoulder	varying width paved shoulder
Posted Speed Limit, miles/hour	55	55, 45, and 35	35 and 25	25, 35, and 45	25, 35, 45, and 55

Parallel Bicycle Facility					
Parallel Facility Present?	no	yes	yes	yes; PM ≤ 3.850	no
Parallel Bicycle Segment ID	not applicable	1	1	1	not applicable

Parameter	Value/Characteristic for Highway Segment:				
	1		2	3	4
	Bicycle Segment:				
	A	B	C	D	E
Name	not applicable	Northshore Drive	Northshore Drive	Northshore Drive	not applicable
Location Description	not applicable	NE intersect. to SW intersect. with SR 158	part of Segment 1-B-1	part of Segment 1-B-1	not applicable
Facility Type	not applicable	shared: shoulder width ≤ 4 feet	shared: shoulder width ≤ 4 feet	shared: shoulder width ≤ 4 feet	not applicable

Although the route does not have a State defined bicycle facility classification, bicycles are allowed on SR 158 from end to end. The quality of the bicycle riding experience includes the width of pavement, in particular the width of the shoulder, the number and spacing of motor vehicles parked in the shoulder area, rumble strip location, pavement roughness, and the speed of motor vehicles. Other than the part of Segment 1 between Post Miles 0.000 and 1.080 and almost all of Segment 2, the widths of shoulders are not consistent, and, at their narrowest cause bicycles to be very close to motor vehicles.

The situation is particularly acute on the northwest side of Segment 1 between Post Miles 1.080 and 2.433 because in addition to the varying shoulder width, more vehicles, particularly automobiles, park in the wider parts of the shoulder area making it necessary for bicyclists travelling on the shoulder to veer around parked vehicles into the travelled way sometimes without being able to see oncoming traffic approaching from the rear.

From the northeast intersection with Northshore Drive at Post Mile 1.080 to the southwest intersection with Northshore Drive at Post Mile 3.850 a parallel facility, Northshore Drive, may be used by bicyclists and may be preferred because its traffic density is less than the paralleling segments of SR 158. Also the view from Northshore Drive may be more appealing than that on the paralleling segment of Route 158.

PEDESTRIAN FACILITY

Parameter	Value/Characteristic for Highway Segment:			
	1	2	3	4
	Pedestrian Segment:			
	F	G	H	I

Post Mile Limits	0.000– R2.463	R2.463– R2.857	R2.857–5.970	5.970–15.836
Location Description	S jct. Rte 395 to 0.003 mi. SW of Inyo National Forest Road 02S12	0.003 mi. SW of Inyo National Forest Road 02S12 to 0.002 mi. NE of Gull Lake Road	NE of Gull Lake Road to winter closure gate 0.110 mi. N of the Rush Creek Substation driveway	winter closure gate 0.110 mi. N of the Rush Creek Substation driveway to N jct. Rte. 395
Pedestrian Access Prohibited?	**no**	**no**	**no**	**no**
Sidewalk Present?	**no**	yes	**no**	**no**
Sidewalk Width, feet	no, not applicable	**4 to 7**	no, not applicable	no, not applicable
Crossing Distance, feet	34	32 to 44	27 to 40	26 to 40
Facility Description	continuous width paved shoulder, PM ≤ 1.08; varying width paved shoulder, PM > 1.08	sidewalk, incorporating ADA-compliant curb ramps, along full length of segment on right (NW) side and from PM R2.565 to R2.820 on left (SE) side; remainder of SE side on varying-width paved shoulder	varying width paved shoulder	varying width paved shoulder

Pedestrians may walk along SR 158 in its entirety. The five-foot wide paved shoulders in Segment 1 between June Lake Junction and the northeast intersection with Northshore Drive as well as the sidewalk in Segment 2 provide isolation between pedestrians and motor vehicle traffic that should yield more pedestrian comfort than on other parts of the route.

In the remainder of Segments 1 and 2 and in all of Segments 3 and 4, pedestrians may walk along the road away from traffic on paved shoulder and, when present, the clear recovery area. The width of the paved shoulder varies from 0 to 20 feet; the most frequently occurring width is three feet.

As a special caution, it is noted that pedestrians crossing Alger Creek on Bridge 47-0041 between Post Miles 6.993 and 6.996 have to be very observant because the bridge has a usable roadbed width of twenty-six feet but does not have a safety sidewalk. A paralleling pedestrian facility is not present.

TRANSIT FACILITY

Transit Parameter	Route 158 Segment ID			
	1	2	3	4

Route		
Mode & Collateral Facility	Traditional Bus [19] [21]	Traditional Bus [20] [22]
Name	Eastern Sierra Transit Authority (ESTA) Carson-Ridgecrest-Eastern Sierra Transit (CREST) Route, North [21]	Yosemite Area Regional Transit System (YARTS) Highway 120E/395 Route [22]
Route End Points	Bishop, CA and Reno, NV [21]	Mammoth Mountain Inn, Mammoth Lakes and Yosemite Visitor Center, Yosemite Valley, CA [22]
Ridership	3,109 in the 2012-2013 fiscal year [19]	5,028 in the summer of 2013 [20] (the route operates during summer only [22])
Bikes Allowed on Transit	Yes; can accommodate two or three [19]	Yes; can accommodate two [20]
Headway	one to three days [21]	One to six days --Jun and Sept; two hours 45 minutes to one day--Jul & Aug [22]
Operating Period	One trip each way on Monday, Tuesday, Thursday, and Friday throughout entire year[21]	One end-to-end trip each way Sat & Sun Jun & Sep and Sun thru Sat, Jul & Aug; two additional two-way trips Sun thru Sat, Jul & Aug Mammoth Mtn. Inn to Tuolumne Meadows Visitor Center [22]
ITS & Technology	Next Bus: an on-line application that tracks bus movements giving potential bus riders with internet access time-of-arrival estimates and bus locations [19]	none at this time [20]

Station					
Cities	adjacent to June Lake [23]	not applicable; no station in Segment 1	not applicable; no station in Segment 2	June Lake [23]	June Lake [23]
Segment Post miles	0.02	not applicable	not applicable	3.810–3.947	7.186
Amenities	none	not applicable	not applicable	none	none

Transit Parameter	Route 158 Segment ID			
	1	2	3	4
Station, continued				
Location Description	gas station-convenience store at northwest corner of June Lake Junction (the south junction with US 395) [19]	not applicable	not applicable	June Mountain Ski Area parking lot [22]	Rush Creek Trailhead parking lot [22]
Number of Parking Spaces	Three on the gas station-convenience store property, 18 adjacent to the USFS kiosk 0.05 mile beyond the gas station/convenience store on the same side of SR 158 [24]	not applicable	not applicable	very large parking lot; approximately 200 [24]	30 [24]

Presently, the only public transit mode available along SR 158 is bus service provided by two transit organizations: the Eastern Sierra Transit Authority (ESTA) and the Yosemite Area Regional Transportation Service (YARTS).

ESTA's CREST Route North provides direct (no-transfer) service to/from communities along US 395 from Bishop to Reno (Nevada) on Monday, Tuesday, Thursday, and Friday. Northbound service reaches June Lake Junction in mid morning arriving in Reno during the noon hour; southbound service reaches June Lake Junction in late afternoon, arriving in Bishop in early evening. CREST North service is available throughout the year [21].

YARTS' Highway 120E/395 Route provides direct (no-transfer) service to two destinations in Yosemite National Park: Tuolumne Meadows and Yosemite Valley. YARTS busses may be boarded at the June Mountain Ski Area parking lot and at the Rush Creek Trailhead parking area. In July and August, YARTS' service is available every day of the week; in June and September, YARTS' service is available only on weekends. Service is not available from October through May. Connection to San Joaquin Valley destinations via other YARTS lines is possible at the Yosemite Valley Visitor Center [22].

FREIGHT

Facility Type/Freight Generator	Location	Mode	Name	Major Commodity/ Industry	Comments/Issues

Freight generators, terminals, and/or inter-modal facilities are not present on SR 158

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may require future analysis in the project development process. The information in this scan does not represent all possible environmental considerations that may exist within the area surrounding the route. Any SR 158 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental impact factors identified are scaled (high ≡ red, medium ≡ yellow, and low ≡ green) by District-9 staff based on the probability of encountering such issues.

The following environmental factors were identified:

- **Waters and Wetlands:** Most of SR 158 (PM 0.976/15.836) runs through the South Lahontan Hydrologic Region's Rush Creek Watershed. Runoff within this watershed derives primarily from melted snowpack that drains into the June Lake area's four basin lakes via two perennial creeks, Parker and Rush, and three ephemeral creeks: Fern, Reversed, and Alger. Grant Lake is dammed to the north and used as a storage reservoir where water is either control released into the Upper Owens River segment of the Los Angeles Aqueduct system or, in wet years, is released as an uncontrolled spill over the Grant Lake spillway back into Rush Creek [32]. There are three additional dams along Rush Creek upstream of Grant Lake located at Agnew, Gem, and Waugh lakes.

  Wetlands within proximity to the highway generally correspond to Reversed Creek's riparian zone from PM 4.200 to PM 5.800. SR 158 falls within a mean annual precipitation range of 14 to 22.5 inches per year [31].

- **Air Quality:** All of Mono County is designated as an unclassified/attainment area for ozone, particulate-matter 2.5, and carbon monoxide. However, SR 158 is located within the Mono Basin Planning Area which is designated as a nonattainment area for particulate matter 10 due primarily to the fine-grained sand exposed from nearby Mono Lake's low water level [33].

- **Community Impacts/Environmental Justice:** SR 158 provides the only paved access from US 395 into the community of June Lake. Access should be maintained at all times during highway construction.

- **Visual Aesthetics:** SR 158 is a county-designated scenic highway and is eligible for state scenic highway designation under Caltrans' California Scenic Highway Mapping System. Most of the land surrounding the highway falls within the Inyo National Forest.

- **Cultural Resources:** There is a moderate level of cultural sensitivity along SR 158.

- **Geology/Soils/Seismic/Topography:** SR 158 traverses across the base of a horseshoe-shaped, glaciated canyon within the Mono Basin. The majority of the canyon is composed of Martis-Euer-Inville soil. SR 158 falls within the Federal Emergency Management Agency's (FEMA) D_2 Seismic Design Category which comprises areas susceptible to strong shaking. More specifically, the highway traverses over several earthquake fault zones from PM 0.700 to PM 0.900, 5.700 to 6.900, and 8.025 to 8.420. Damage in Category D_2 areas is defined as being slight in specially designed structures, considerable including partial collapse in ordinary buildings, and great in

poorly built structures [37]. Site amplification by shallow soils can exacerbate hazards and damage in a seismic event. The National Earthquake Hazards Reduction Program reports SR 158 as travelling principally through Rock (site class B) and stiff soil (site class D) [34]. To accommodate safe travel, rockfall risk areas have been demarcated from PM 5.250 to PM 5.730 and from PM 6.500 to PM 8.400 in addition to a historic avalanche path from PM 0.600 to PM 0.850 [31].

- **Species Considerations:** Five special status fauna and two special status flora species have been identified within a 2,000-foot-wide corridor centered along SR 158 [35] [38]:
    - Gray-headed pika, *Ochotona princeps schisticeps*;
        - California Endangered Species Act (CESA): Candidate Threatened,
        - Department of Fish and Wildlife (DFW): Species of Special Concern
    - Greater Sage-Grouse *Centrocercus urophasianus*
        - U. S. Fish and Wildlife Service (USFWS): Proposed Threatened
    - Mono Lake lupine, *Lupinus duranii;*
        - California Native Plant Society (CNPS) List: 1B.2
    - Mono milk-vetch, *Astragalus monoensis*;
        - CESA: Rare
        - CNPS: 1B.2
    - Pacific fisher, *Martes pennant (pacifica) DPS*
        - Federal Endangered Species Act (ESA): Candidate
        - CESA: Candidate Threatened
        - DFW: SSC
    - Sierra Nevada yellow-legged frog, *Rana sierrae*;
        - ESA: Proposed Endangered
        - CESA: Threatened
        - DFW: Species of Special Concern
        - USFWS: Proposed Endangered
    - Swainson's hawk, *Buteo swainsoni*;
        - CESA: Threatened
    - Willow flycatcher, *Empidonax traillii*;
        - CESA: Endangered

- **Habitat Connectivity:** June Lake Loop's north junction with US 395 falls within close proximity to a "Road Fragmentation Area" connection between two natural landscape blocks, one located within Yosemite National Park and the other within the Mono Craters volcanic field. Mitigation prescriptions set out within the 2010 *California Essential Habitat Connectivity Project* report should be followed when necessary in order to reduce any potential burden on local habitats [36].

- **Floodplain:** The water bodies and tributaries adjacent to and flowing beneath the highway fall within a 100-year storm event as defined by FEMA's National Flood Insurance Program dataset. This includes Grant, Gull, Silver, and June lakes as well as their interconnecting tributaries, Rush and Reversed creeks. Additionally, land adjacent to the highway from PM 13.578 to PM 15.836 is subject to moderate or minimal flooding due to severe storm activity or local drainage problems [31].

Characteristic	Environmental Impact/Classification, Route 158 Segment:			
	1	2	3	4
Environmental Justice	medium	low		medium
Cultural Resources	medium			
Visual Aesthetics	medium			
Geology/Soils/ Seismic [34]	medium			low
Floodplain [31]	medium			
Air Quality [33]				
Ozone (O_3)	Unclassified/Attainment			
Particulate Material				
2.5 micrometer	Unclassified/Attainment			
10 micrometer	Non-attainment			
Carbon Monoxide (CO)	Unclassified/Attainment			
Waters and Wetlands [32]	medium			
Special Status Species [35]	medium	low		
Habitat Connectivity [36]	low			medium

CORRIDOR PERFORMANCE

Performance Parameter	Segment ID			
	1	2	3	4
Basic System Operations				
AADT $_{BY}$	1,387	1,290	1,172	733
AADT $_{HY}$	1,532	1,425	1,295	810
AADT Growth/Year, percent	0.50	0.50	0.50	0.50
LOS Evaluation Method	Highway Capacity Software 2010, two-lane program	Highway Capacity Manual 2010, Section 15	Highway Capacity Software 2010, two-lane program	Highway Capacity Software 2010, two-lane program
LOS $_{BY}$	C	B	B	B
LOS $_{HY}$	C	B	B	B
LOS $_{Concept}$	C	C	C	C
VMT $_{BY}$	3,416	508	3,639	7,231
VMT $_{HY}$	3,773	561	4,021	7,991
Truck Traffic				
Total Average Annual Daily Truck Traffic, AADTT$_{BY}$	23	22	20	14
Truck Fraction of AADT$_{BY}$, percent	1.7	1.7	1.7	2.0
5+ Axle Average Annual Daily Truck Traffic, AADTT$_{BY}$	2	2	2	3
5+ Axle Trucks $_{BY}$/AADT $_{BY}$, percent	0.1	0.2	0.2	0.4
Peak Hour Traffic Data				
Peak Period Length, hours	1 hour	1 hour	1 hour	1 hour
Peak Hour Direction	south	south	south	south
Peak Hour Time of Day	AM	AM	AM	AM
Peak Hour Directional Split $_{BY}$	65/35	64/36	62/38	54/46
Peak Hour Directional Split $_{HY}$	65/35	64/36	62/38	54/46
Peak Hour VMT $_{BY}$	573	86.6	633	1,606
Peak Hour VMT $_{HY}$	634	95.7	699	1,774
Peak Hour V/C $_{BY}$	0.14	0.08	0.12	0.11
Peak Hour V/C $_{HY}$	0.15	0.09	0.13	0.12

As the traffic volume on SR 158 has been less than twenty percent of capacity since at least 2004 [25] (including the base year) and is expected to remain less than twenty percent through the horizon year, the number of through lanes, two, appears adequate for the next twenty years. Also, since the hourly traffic volume does not exceed 200 and the total hourly truck volume does not exceed twenty and the volumes are expected to remain below 200 and 20 respectively through the horizon year, there does not appear to be a future need for passing or truck climbing lanes [28].

KEY CORRIDOR ISSUES

The key corridor issues include:

- Shoulder and clear area widths in parts of Segments 1 and 2 and all of Segments 3 and 4 that vary and may prevent motorists wishing to stop adequate room to move their vehicle completely off of the travelled way as well as allow motorists sufficient room to safely exit their vehicles on the left side; also, motor vehicles parked at or over the inside edge of shoulder may not permit bicyclists adequate visibility to the rear to see oncoming traffic before entering the travelled way to get around vehicles parked ahead on the shoulder. Also, the narrow shoulder widths are not conducive to pedestrian and bicyclist comfort.

- The 26-foot width of the roadbed on the deck of Bridge 47-0041 over Alger Creek causes shoulders and lane widths to be less than the current standard and less than the widths on both sides of the bridge confining pedestrians and bicyclists to roughly two and one-half feet between the travelled way and a one-foot five-inch wide barrier type 27R atop each side of the bridge deck.

CORRIDOR CONCEPT

CONCEPT RATIONALE

After comparing 2000 and 2010 U. S. Census data and comparing the 2003 and 2012 vehicle/capacity ratio data, it appears that the present two-through-lane configuration of SR 158 as well as increasing shoulder and clear space widths to the current standard will provide adequate capacity through 2032, the horizon year for this TCR.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Presently, District 9 has no planned and programmed projects and/or strategies for Route 158

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg. ID	Description	Location	Source	Purpose	Implementation Phase
1	widen paved shoulders and clear areas; provide additional turn-outs	PM 1.080/ R2.463	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term
2	in non-curbed areas on left-hand (NW) side, widen paved shoulders where feasible	PM R2.433/R2.549 and PM R2.566/R2.857	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term
3	widen paved shoulders and provide paved turn-outs where feasible	PM 3.028/ 5.970	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term
	merge the intersections with Northshore Drive and the June Mountain Ski Area NE driveway into a single right-angle crossing	PM 3.810/3.850	District 9, Inyo NF, Mono Co., June Mtn. Ski Area	minimize turning movements, increase intersection safety and efficiency	long term
4	widen paved shoulders and clear areas; provide additional turn-outs	PM 5.970/ 15.836	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term
	widen crossing of Alger Creek to current standard	PM 6.99/7.00	District 9	improve pedestrian and bicyclist accommodation	long term
	Conduct study to identify and substantiate the reasons for the winter closure of Segment 4 including a site-specific discussion of avalanche occurrence and remedies	PM 6.16/6.80 and PM 10.05/10.63	District 9	better understand the reasons for the winter closure and examine the possibility of the segment remaining open through winter	long term

APPENDIX

APPENDIX A
GLOSSARY OF TERMS AND ACRONYMS

AADT − Annual Average Daily Traffic
ADA – Americans with Disabilities Act of 1990
ADT − Average Daily Traffic
APCD – Air Pollution Control District
Caltrans – California Department of Transportation
CMA − Congestion Management Agency
CEQA − California Environmental Quality Act
CREST – Carson-Ridgecrest Eastern Sierra Transit
CSS – Context Sensitive Solutions
ESTA – Eastern Sierra Transit Authority
FHWA – Federal Highway Administration
INF – Inyo National Forest
ITS – Intelligent Transportation System
LOS – Level of Service
LTC – Local Transportation Commission
Mno – Mono (County)
N – North
NE – Northeast
NF – National Forest
NW – Northwest
PCC – Portland Cement Concrete
PID − Project Initiation Document
PM – Post Mile
PSR − Project Study Report
RTP − Regional Transportation Plan
RTIP – Regional Transportation Improvement Program
RTPA − Regional Transportation Planning Agencies
SAFETEA − Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005
S – South
SE – Southeast
SHOPP − State Highway Operation Protection Program
SR – California State Sign Route
STIP – State Transportation Improvement Program
SW – Southwest
TCR – Transportation Concept Report
TEA-21 − Transportation Equity Act for the 21st Century
TMS – Transportation Management System
US – United States Highway Route
TSN − Transportation System Network
YARTS – Yosemite Area Regional Transit System

Definitions

AADT – Annual Average Daily Traffic is the total bi-directional traffic volume on a route or route segment for a 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, when 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 – The year that the most current data is available to the districts; for this report, the year is 2012

Bikeway Class I (Bike Path) – One or a series of intersection-separated segments of a facility on a state highway designed for the exclusive use of bicyclists and pedestrians. Class-I bikeways are completely separated from motor vehicle traffic on the same state highway. Typically, the length of a Class I segment is longer than the length of the paralleling motor-vehicle segment of the facility to increase safety by minimizing the number of stops required for bicyclists/pedestrians to accommodate traffic cross flow

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

Bikeway Class III (Bike Route) – The travelled way and shoulders shared by bicyclists, pedestrians, and motor vehicles when designated by "Bike Route" signs or permanent markings.

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-year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility (intercity passenger rail, mass-transit guideway etc.), grade separation, and new managed lanes.

Class I two-lane highway – Generally, Class I is assigned to two-lane highways that are major intercity routes, primary connectors or major traffic generators, daily commuter routes, or major links in state and national highway networks. Motorists are expected to travel at relatively high speeds on Class I highways. Class I facilities serve mostly long-distance trips or provide the connections between facilities that serve long-distance trips.

Class II two-lane highway – Class II is assigned to two-lane highways functioning as access routes to Class I facilities; serve as scenic or recreational routes, and not as primary arterials, or pass through rugged terrain where high-speed operation would be impossible. Motorists do not necessarily expect to travel at relatively high speeds on Class II highways. Class II facilities serve short trips mostly as well as the beginning or ending portions of longer trips, or trips on which sightseeing plays a significant role.

Class III two-lane highway – Class III two-lane highways serve moderately developed areas. Class III may be a segment of a highway that passes through small towns or developed recreational areas and is surrounded by Class I and/or Class II segments. On Class III segments, local traffic often mixes with through traffic, and the density of non-signalized roadside access points is noticeably higher than in a purely rural area. Also, Class III highways may be longer segments passing through more spread-out recreational areas having increased roadside traffic and access points. Such segments are often accompanied by reduced speed limits that reflect the highway activity level.

Concept LOS – The minimum acceptable LOS over the next 20 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 fiscally 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 – The description of a State highway facility that may be modified to ensure adequate or improved performance over the next 20 years; strategies to achieve the concept description may include:

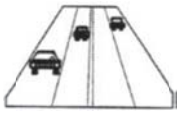
- increasing capacity,
- improving or adding
  - a bicycle facility,
  - a pedestrian facility
  - a transit facility;
  - new managed lanes, and/or
  - TMS field elements;
- converting managed lanes from an existing configuration or characteristic to another managed lane configuration or characteristic, and/or
- improving management of transportation demand and incidents.

Facility Type – The facility type describes a State Highway in terms of design classification and right-of-way restrictions. The facility could be a freeway, expressway, conventional, or couplet, i. e., two one-way city streets conveying traffic in opposite directions.

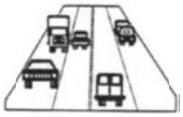
Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in load handling capacity~~,~~ weight, carloads, or truck volumes.

Horizon Year – The furthest year beyond the present, 20 years, that planning believes it necessary to take into consideration in developing projects to meet future concerns and believes the projection of traffic volume data is sufficiently accurate.

Level of Service – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A level of service (LOS) is a function of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Currently there are six levels of service. The levels of LOS, including patterns specific to two-lane highways, are categorized as follows:

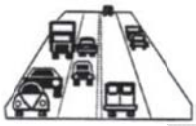


LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B, like LOS A, is indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but because the traffic density is greater than for LOS A, drivers have slightly less freedom to maneuver.

On two-lane highways, passing demand and opportunities are balanced. On both Class I and Class II facilities, queuing (platooning) becomes noticeable; on Class III facilities it becomes difficult to maintain free-flow speed, but speed reduction is small.



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 clearly affected by the presence of other vehicles, but traffic speeds remain the same as in LOS A and LOS B and most vehicles are travelling in queues (platoons).

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.

On two-lane Class I and II highways, passing demand is high, but passing capacity approaches zero; a larger fraction of total vehicles than in Class C is travelling in queues; the percent time spent following (in a queue) is quite discernible. On two-lane Class III highways, the reduction in speed below free-flow is significant.

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.

On two-lane Class I and II roads, passing is almost impossible. On two-lane Class III highways, speed is less than 2/3 the free-flow speed.

LOS F is a stop and go, low-speed condition with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delays 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.

Mode – the natural environment adjacent to the transporting means or structure is a type of transportation mode; when a moving vehicle is responsible for transporting, those modes include but are not limited to the air, the sea, space, and the land. Implementations of the land transportation mode include automobiles, subways, buses, and rail. When other than a moving vehicle is responsible for transporting, the guiding surface/structure often is identified as a mode; such modes include pipelines and cables.

Multi-modal – Transportation options using different modes or mode implementations within a system or corridor.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20 years. This can include non-capacity-increasing operational improvements (auxiliary lanes, channelization, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. an HOV lane to a HOT lane), transportation demand management (TMS) including TMS field elements, and incident management.

Peak Hour – The hour of a day in which the maximum volume passes a point on the highway in a given direction

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment in a given direction. It is generally between six percent and ten percent of the ADT. The lower values are generally found on roadways with lower volumes.

Peak Period – Is a part of the day during which traffic congestion on the road is at its highest. Typically, peak congestion occurs once in the morning and once in the evening at the time when most people commute. Peak Period is defined for a particular point along an individual route or route segment; it is not applicable to all routes within a Caltrans district nor to all routes within the State of California.

Planned Project– A planned improvement or action is a project in a fiscally constrained section of a long-term plan, such as an approved regional or metropolitan transportation plan (RTP or MTP), capital Improvement plan, or measure.

Post 20-year Concept – In general, a post 20-year concept is a perception of the maximum reasonable and foreseeable roadway needed on a State highway route beyond a 20-year horizon. The post 20-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 – Within each county along a given route, a post mile along with the county and route officially identifies each point on the State Highway System. A milepost is composed of a numeric value that may be preceded by a prefix and/or followed by a suffix. Numeric values increase from the beginning of a route within a county to the next county line, assuming the route continues into another county. Except in certain situations where a highway crosses a meandering county line or meanders across a county line multiple times, the milepost numeric values start over at each county line. Numeric values usually increase from south to north or west to east depending upon the general end-to-end direction the route follows within California. Assuming that the location of the construction centerline has not changed, the milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, a "milepost equation" is introduced at one or both ends of each relocated portion allowing the true length of a segment crossing one or both equation points to be easily determined.

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.

Route Designation – A route's designation/affiliation is adopted through legislation and identifies the system or systems that the route is associated with on the State Highway System. A designation denotes the design standards that apply during project development and design. Typical designations include but not limited to the:

- California Freeway and Expressway System,
- California Interregional Route System (IRRS),
- California Lifeline system,
- California Scenic Highway System,
- Federal Highway Administration Forest Highway system,
- Federal Highway Administration National Scenic Byway system,
- National Highway System (NHS),
- US Department of Defense Strategic Highway Network (STRAHNET), and
- US Forest Service Scenic Byway system

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

Segment – A defined length of a facility between two points.

Snow Chute – An avalanche snow path

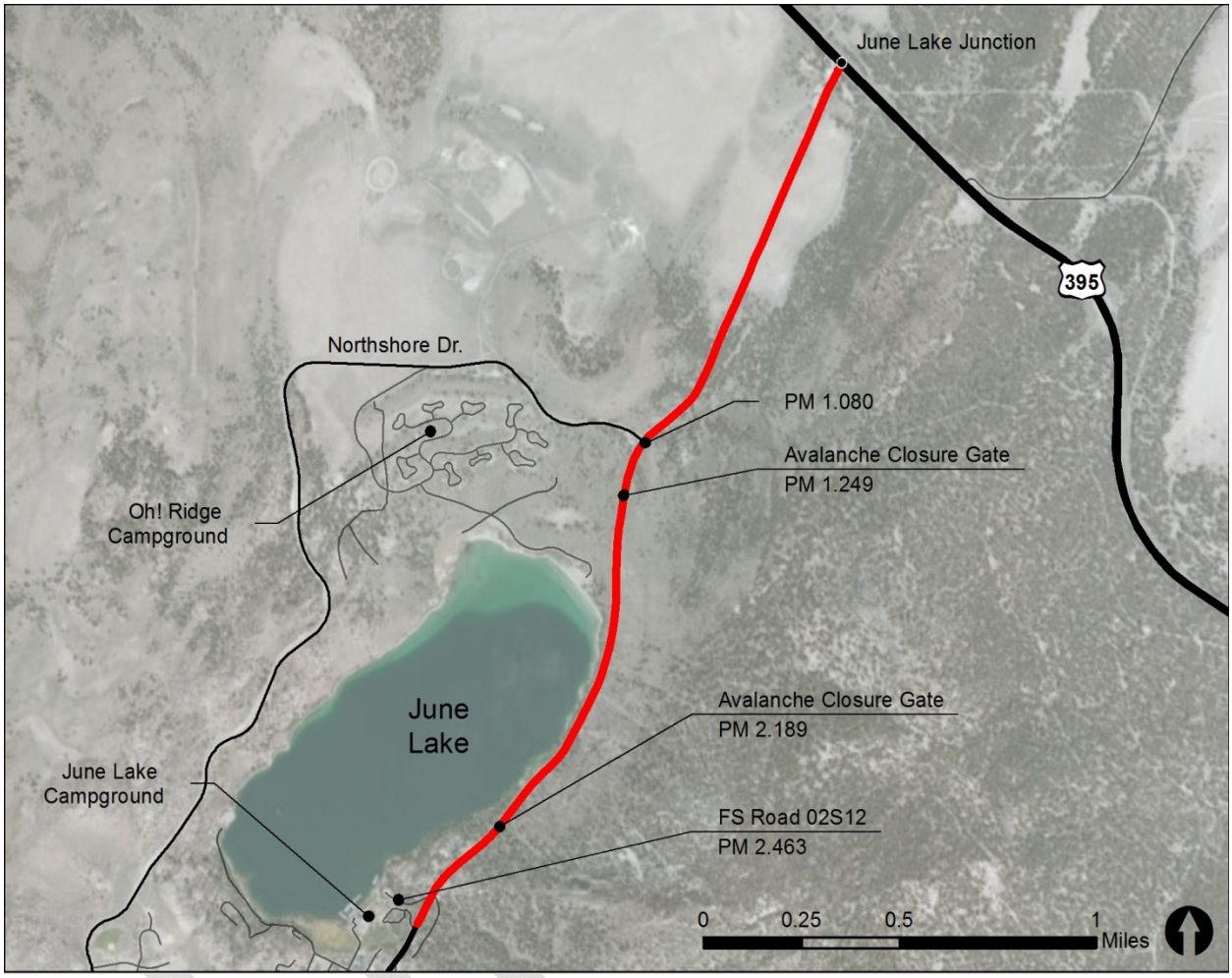
Transportation Management System—Business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system are defined as a transportation management system (TMS). A TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated advanced transportation management systems and information systems, and for electronic toll-collection systems.

Vehicle Miles Travelled – The sum of miles traveled by motor vehicles in all traffic lanes between two points on a road segment is defined as vehicle miles travelled.

Visitor Day – One person visiting a national forest in a twelve-hour period

APPENDIX B
FACTSHEETS

SEGMENT 1: POST MILES 0.000 TO R2.463



Segment 1 begins at June Lake Junction, the south junction with US 395 at PM 0.000, and ends 0.003 mile southwest of Inyo National Forest (INF) Road 02S12 (the entrance to the June Lake Campground) at PM R2.463. Segment 1 is on the Glass Mountain Spur of the Sierra Nevada Range approximately 15 miles north of Mammoth Lakes in north-central Mono County. Almost all of the land surrounding SR 158 is within the boundary of the Inyo National Forest. The travelled way of Segment 1 as is all of SR 158, is undivided two-lane conventional.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
widen paved shoulders and clear areas; provide additional turn-outs	PM 1.080 to PM R2.463	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	Long Term

Route Affiliation, Designation, and Characteristics	
Freeway and Expressway System	no
National Highway System	no
Strategic Highway Network	no
Scenic Highway Designation	eligible
Interregional Road System	no
High Emphasis	no
Focus Route	no
Federal Functional Classification	Major Collector
Goods Movement Route	no
Truck Designation	California Legal Network
Rural/Urban/Urbanized	rural
Regional Transportation Planning Agency	Mono County Local Transportation Commission
County Transportation Commission	Mono County Local Transportation Commission
Local Agency	Mono County
Air District	Great Basin Unified Air Pollution Control District
Terrain	mountainous

Environmental Considerations	
Characteristic	**Impact/Classification**
Environmental Justice	medium
Cultural Resources	medium
Visual Aesthetics	medium
Geology/Soils/Seismic [34]	medium
Floodplain [31]	medium

Air Quality [33]	
Ozone (O_3)	Unclassified/Attainment
Particulate Material	
2.5 micrometer	Unclassified/Attainment
10 micrometer	Non-attainment
Carbon Monoxide (CO)	Unclassified/Attainment

Waters and Wetlands [32]	medium
Special Status Species [35]	medium
Habitat Connectivity [36]	low

System Characteristics	
Parameter/Characteristic	**Category/Value**
Existing Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	0.788
Centerline Miles	0.394
Auxiliary Lanes, percent of centerline miles	0
Distressed Pavement, percent of centerline miles	0
Current ROW width, feet	60-90

Concept Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	0.788
Centerline Miles	0.394
Auxiliary Lanes, percent of centerline miles	0

TMS Elements	
TMS Elements, base year	mainline metering at PM 0.210, existing
TMS Elements, horizon year	mainline metering at PM 0.210, continuing

Corridor Performance	
Parameter/Characteristic	**Category/Value**
Basic System Operations	
AADT $_{BY}$	1,387
AADT $_{HY}$	1,532
AADT Growth/Year, percent	0.50
LOS $_{BY}$	C
LOS $_{HY}$	C
LOS $_{Concept}$	C
VMT $_{BY}$	3,416
VMT $_{HY}$	3,773
Truck Traffic	
Total Average Annual Daily Truck Traffic, AADTT$_{BY}$	14
Truck Fraction of AADT$_{BY}$, percent	2.0
5+ Axle Average Annual Daily Truck Traffic, AADTT$_{BY}$	3
5+ Axle Trucks $_{BY}$/AADT $_{BY}$, percent	0.4

Peak Hour Traffic Data	
Peak Period Length, hours	1
Peak Hour Direction	**south**
Peak Hour Time of Day	AM
Peak Hour Directional Split $_{BY}$	54/46
Peak Hour Directional Split $_{HY}$	54/46
Peak Hour VMT $_{BY}$	1,606
Peak Hour VMT $_{HY}$	1,774
Peak Hour V/C $_{BY}$	0.11
Peak Hour V/C $_{HY}$	0.12

BICYCLE FACILITY		
Parameter	Value/Characteristic for Bicycle Segment:	
	A	B

On-highway Bicycle Accommodation		
Post Mile Limits	0.000/1.080	1.080/R2.463
Location Description	S. Jct. US 395 to NE intersection Northshore Dr.	NE intersection Northshore Dr. to 0.003 mi SW of Inyo National Forest Road 02S12
Bicycle Access Prohibited?	no	no
Facility Type	no bikeway designation	no bikeway designation
Outside paved shoulder width, ft	5	1 to 4
Facility Description.	continuous width paved shoulder	varying-width paved shoulder
Posted Speed Limit, mi/h	55	55, 45, and 35

Parallel Bicycle Facility		
Parallel Facility Present?	no	Yes
Parallel bicycle segment ID	not applicable	1
Name	not applicable	Northshore Drive
Location Description	not applicable	NE intersection to SW intersection with SR 158
Facility Type	not applicable	shared: shoulder width ≤ 4 ft

PEDESTRIAN FACILITY	
Pedestrian Segment F	
Parameter	**Value/Characteristic**

Post Mile Limits	0.000/R2.463
Location Description	S. Jct. US 395 to 0.003 mi SW of Inyo National Forest Road 02S12
Pedestrian Access Prohibited?	no
Sidewalk Present?	no
Sidewalk Width, feet	no sidewalk, not applicable
Crossing distance, feet	34
Facility description	paved shoulder: continuous width, PM ≤ 1.08; variable width, sightseer vehicles frequently on NW paved shoulder, PM > 1.08

SEGMENT 2: POST MILES R2.463 TO R2.857

Segment 2 begins 0.003 mile southwest of Inyo National Forest (INF) Road 02S12 (the entrance to the June Lake Campground) at PM R2.463 and ends 0.002 mile northeast of Gull Lake Road at PM R2.857. Segment 2 traverses the central business area of the community of June Lake. A small fraction of the land surrounding SR 158 is within the boundary of the Inyo National Forest; almost all of the remainder is privately or local-government owned. The travelled way of Segment 2 as is all of SR 158, is undivided two-lane conventional.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
widen paved shoulders in non-curbed areas on left-hand, southeast, side	from PM R2.433 to PM R2.549 and from PM R2.566 to PM R2.857	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term

Route Affiliation, Designation, and Characteristics	
Freeway and Expressway System	no
National Highway System	no
Strategic Highway Network	no
Scenic Highway Designation	eligible
Interregional Road System	no
High Emphasis	no
Focus Route	no
Federal Functional Classification	Major Collector
Goods Movement Route	no
Truck Designation	California Legal Network
Rural/Urban/Urbanized	rural
Regional Transportation Planning Agency	Mono County Local Transportation Commission
County Transportation Commission	Mono County Local Transportation Commission
Local Agency	Mono County
Air District	Great Basin Unified Air Pollution Control District
Terrain	rolling

Environmental Considerations	
Characteristic	**Impact/Classification**
Environmental Justice	low
Cultural Resources	medium
Visual Aesthetics	medium
Geology/Soils/Seismic [34]	medium
Floodplain [31]	medium
Air Quality [33]	
Ozone (O_3)	Unclassified/ Attainment
Particulate Material	
2.5 micrometer	Unclassified/ Attainment
10 micrometer	Non-attainment
Carbon Monoxide (CO)	Unclassified/ Attainment
Waters and Wetlands [32]	medium
Special Status Species [35]	medium
Habitat Connectivity [36]	low

System Characteristics	
Parameter/Characteristic	**Category/Value**

Existing Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	4.926
Centerline Miles	2.463
Auxiliary Lanes, percent of centerline miles	2
Distressed Pavement, percent of centerline miles	0
Current ROW width, feet	90-132

Concept Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	4.926
Centerline Miles	2.463
Auxiliary Lanes, percent of centerline miles	2

TMS Elements	
TMS Elements, base year	mainline metering at PM 0.210, existing
TMS Elements, horizon year	mainline metering at PM 0.210, continuing

Corridor Performance	
Parameter/Characteristic	**Category/Value**

Basic System Operations	
AADT $_{BY}$	1,290
AADT $_{HY}$	1,425
AADT Growth/Year, percent	0.50
LOS $_{BY}$	C
LOS $_{HY}$	C
LOS $_{Concept}$	C
VMT $_{BY}$	508
VMT $_{HY}$	561

Truck Traffic	
Total Average Annual Daily Truck Traffic, AADTT$_{BY}$	22
Truck Fraction of AADT$_{BY}$, percent	1.7
5+ Axle Average Annual Daily Truck Traffic, AADTT$_{BY}$	2
5+ Axle Trucks $_{BY}$/AADT $_{BY}$, percent	0.2

Peak Hour Traffic Data	
Peak Period Length, hours	1
Peak Hour Direction	**south**
Peak Hour Time of Day	AM
Peak Hour Directional Split $_{BY}$	64/36
Peak Hour Directional Split $_{HY}$	64/36
Peak Hour VMT $_{BY}$	86.6
Peak Hour VMT $_{HY}$	95.7
Peak Hour V/C $_{BY}$	0.08
Peak Hour V/C $_{HY}$	0.09

BICYCLE FACILITY	
Bicycle Segment C	
Parameter	**Value/Characteristic**

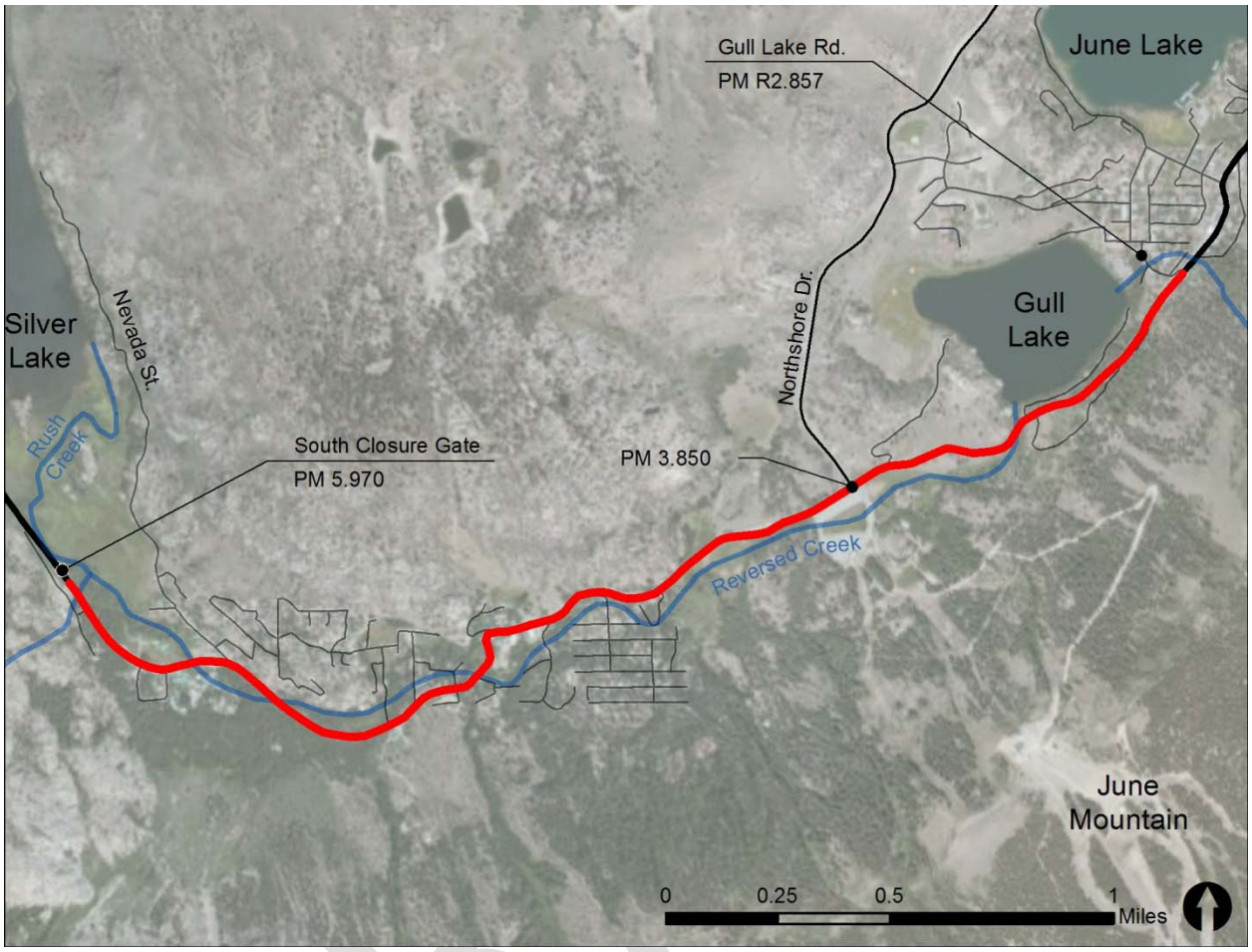
On-highway Bicycle Accommodation	
Post Mile Limits	R2.463/R2.857
Location Description	0.003 mile SW of INF Road 02S12 to 0.002 mile NE of Gull Lake Road
Bicycle Access Prohibited?	no
Facility Type	no bikeway designation
Outside paved shoulder width, ft	4 to 10
Facility Description.	paved shoulder adjacent to curb on right (NW) side; adjacent to curb on left (SE) side from PM R2.565 to PM R2.820 only; varying width paved shoulder elsewhere on left side
Posted Speed Limit, mi/h	35 and 25

Parallel Bicycle Facility	
Parallel Facility Present?	yes
Parallel bicycle segment ID	1
Name	Northshore Drive
Location Description	part of Segment 1-B-1
Facility Type	shared shoulder, width ≤ 4 ft

PEDESTRIAN FACILITY	
Pedestrian Segment G	
Parameter	**Value/Characteristic**

Post Mile Limits	R2.463/R2.857
Location Description	0.003 mile SW of INF Road 02S12 to 0.002 mile NE of Gull Lake Road
Pedestrian Access Prohibited?	no
Sidewalk Present?	yes
Sidewalk Width, feet	4 to 7
Crossing distance, feet	32 to 44
Facility description	sidewalk incorporating ADA-compliant curb ramps along full length of segment on right (NW) side and from PM R2.565 to R2.820 on left (SE) side; remainder of SE side on varying-width paved shoulder

SEGMENT 3: POST MILES R2. 857 TO 5.970



Segment 3 begins 0.002 mile northeast of Gull Lake Road at PM R2.857 and ends at the winter closure gate 0.110 mile north of the Rush Creek Substation driveway at PM 5.970 in June Lake. Because of many small radius curves, tractor-semitrailer combinations with kingpin to rear-axle spacing exceeding 30 feet are advised not to travel beyond PM 3.850 [30]; also, busses and house trailers exceeding 45 feet in length are prohibited beyond PM 3.850 [29]. The travelled way of Segment 2 as is all of SR 158, is undivided two-lane conventional.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
widen paved shoulders and provide paved turn-outs where feasible	PM 3.028 to 5.970	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term
merge the intersections with Northshore Drive and the June Mountain Ski Area NE driveway into a single right-angle crossing	PM 3.81 to 3.85	District 9, Inyo NF, Mono Co., June Mtn. Ski Area	minimize turning movements, to increase intersection safety and efficiency	long term

Route Affiliation, Designation, and Characteristics	
Freeway and Expressway System	no
National Highway System	no
Strategic Highway Network	no
Scenic Highway Designation	eligible
Interregional Road System	no
High Emphasis	no
Focus Route	no
Federal Functional Classification	Major Collector
Goods Movement Route	no
Truck Designation	California Legal Network: PM ≤ 3.85; California Legal Advisory Route: PM > 3.85
Rural/Urban/Urbanized	rural
Regional Transportation Planning Agency	Mono County Local Transportation Commission
County Transportation Commission	Mono County Local Transportation Commission
Local Agency	Mono County
Air District	Great Basin Unified Air Pollution Control District
Terrain	mountainous

Environmental Considerations	
Characteristic	**Impact/Classification**
Environmental Justice	low
Cultural Resources	medium
Visual Aesthetics	medium
Geology/Soils/Seismic [34]	medium
Floodplain [31]	medium

Air Quality [33]	
Ozone (O_3)	Unclassified/Attainment
Particulate Material	
2.5 micrometer	Unclassified/Attainment
10 micrometer	Non-attainment
Carbon Monoxide (CO)	Unclassified/Attainment

Waters and Wetlands [32]	medium
Special Status Species [35]	low
Habitat Connectivity [36]	low

SYSTEM CHARACTERISTICS	
Parameter/Characteristic	**Category/Value**

Existing Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	6.210
Centerline Miles	3.105
Auxiliary Lanes, percent of centerline miles	0
Distressed Pavement, percent of centerline miles	0
Current ROW width, feet	50-174

Concept Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	6.210
Centerline Miles	3.105
Auxiliary Lanes, percent of centerline miles	0

TMS Elements	
TMS Elements, base year	(none)
TMS Elements, horizon year	mainline metering near PM 3.850, conceptual

CORRIDOR PERFORMANCE	
Parameter/Characteristic	**Category/Value**

Basic System Operations	
AADT $_{BY}$	1,172
AADT $_{HY}$	1,295
AADT Growth/Year, percent	0.50
LOS $_{BY}$	B
LOS $_{HY}$	B
LOS $_{Concept}$	C
VMT $_{BY}$	3,629
VMT $_{HY}$	4,021

Truck Traffic	
Total Average Annual Daily Truck Traffic, AADTT$_{BY}$	20
Truck Fraction of AADT$_{BY}$, percent	1.7
5+ Axle Average Annual Daily Truck Traffic, AADTT$_{BY}$	2
5+ Axle Trucks $_{BY}$/AADT $_{BY}$, percent	0.2

Peak Hour Traffic Data	
Peak Period Length, hours	1
Peak Hour Direction	**South**
Peak Hour Time of Day	AM
Peak Hour Directional Split $_{BY}$	62/38
Peak Hour Directional Split $_{HY}$	62/38
Peak Hour VMT $_{BY}$	633
Peak Hour VMT $_{HY}$	699
Peak Hour V/C $_{BY}$	0.12
Peak Hour V/C $_{HY}$	0.13

BICYCLE FACILITY	
Bicycle Segment D	
Parameter	**Value/Characteristic**

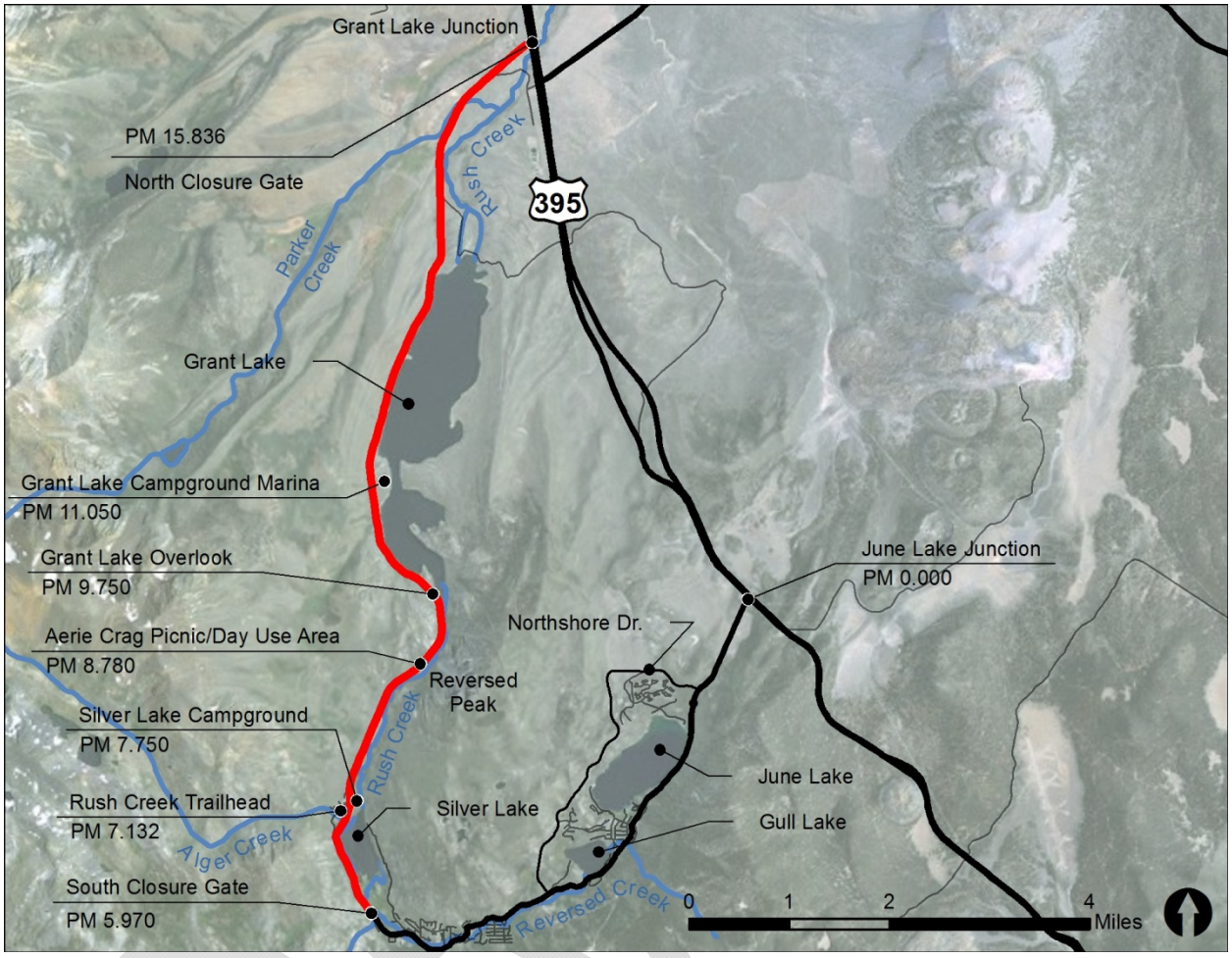
On-highway Bicycle Accommodation	
Post Mile Limits	R2.857/5.970
Location Description	0.002 mile NE of Gull Lake Road to winter closure gate 0.110 mile north of the Rush Creek Substation driveway
Bicycle Access Prohibited?	no
Facility Type	no bikeway designation
Outside paved shoulder width, ft	1 to 20
Facility Description.	paved varying-width shoulder
Posted Speed Limit, mi/h	25, 35 and 45

Parallel Bicycle Facility	
Parallel Facility Present?	yes; PM ≤ 3.85
Parallel bicycle segment ID	1
Name	Northshore Drive
Location Description	part of Segment 1-B-1
Facility Type	shared shoulder, width ≤ 4 ft

PEDESTRIAN FACILITY	
Pedestrian Segment H	
Parameter	**Value/Characteristic**

Post Mile Limits	R2.463/R2.857
Location Description	0.002 mile NE of Gull Lake Road to winter closure gate 0.110 mile north of the Rush Creek Substation driveway
Pedestrian Access Prohibited?	no
Sidewalk Present?	no
Sidewalk Width, feet	none; not applicable
Crossing distance, feet	27 to 40
Facility description	paved varying-width shoulder

SEGMENT 4: POST MILES 5.970 TO 15.836



Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
widen paved shoulders and clear areas; provide additional turn-outs	PM 5.970 to 15.836	District 9	better accommodate pedestrians and bicyclists; increase safety by allowing scenic viewer and disabled vehicles to park at least partially off of the travelled way	long term
widen crossing of Alger Creek to current standard—roadbed width on deck of current crossing, Bridge 47-0041, is 26 feet	PM 6.99 to PM 7.00	District 9	improve pedestrian and bicyclist accommodation	long term
Conduct study to identify and substantiate the reasons for the winter closure of Segment 4 including a site-specific discussion of avalanche occurrence and remedies	PM 6.16 to PM 6.80 and PM 10.05 to10.63	District 9	better understand the reasons for the winter closure and examine the possibility of the segment remaining open through winter	long term

Route Affiliation, Designation, and Characteristics	
Freeway and Expressway System	no
National Highway System	no
Strategic Highway Network	no
Scenic Highway Designation	eligible
Interregional Road System	no
High Emphasis	no
Focus Route	no
Federal Functional Classification	Major Collector
Goods Movement Route	no
Truck Designation	California Legal Advisory Route
Rural/Urban/Urbanized	rural
Regional Transportation Planning Agency	Mono County Local Transportation Commission
County Transportation Commission	Mono County Local Transportation Commission
Local Agency	Mono County
Air District	Great Basin Unified Air Pollution Control District
Terrain	rolling

Environmental Considerations	
Characteristic	**Impact/Classification**
Environmental Justice	medium
Cultural Resources	medium
Visual Aesthetics	medium
Geology/Soils/Seismic [34]	low
Floodplain [31]	medium
Air Quality [33]	
Ozone (O_3)	Unclassified/Attainment
Particulate Material	
2.5 micrometer	Unclassified/Attainment
10 micrometer	Non-attainment
Carbon Monoxide (CO)	Unclassified/Attainment
Waters and Wetlands [32]	medium
Special Status Species [35]	low
Habitat Connectivity [36]	medium

SYSTEM CHARACTERISTICS	
Parameter/Characteristic	**Category/Value**

Existing Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	19.732
Centerline Miles	9.866
Auxiliary Lanes, percent of centerline miles	0
Distressed Pavement, percent of centerline miles	0
Current ROW width, feet	70-200

Concept Facility	
Facility Type	Conventional
General Purpose Lanes	2
Lane Miles	19.732
Centerline Miles	9.866
Auxiliary Lanes, percent of centerline miles	0

TMS Elements	
TMS Elements, base year	mainline metering at PM 15.720, existing
TMS Elements, horizon year	mainline metering at PM 15.720, continuing

CORRIDOR PERFORMANCE	
Parameter/Characteristic	**Category/Value**

Basic System Operations	
AADT $_{BY}$	733
AADT $_{HY}$	810
AADT Growth/Year, percent	0.50
LOS $_{BY}$	B
LOS $_{HY}$	B
LOS $_{Concept}$	C
VMT $_{BY}$	7,231
VMT $_{HY}$	7,991

Truck Traffic	
Total Average Annual Daily Truck Traffic, AADTT$_{BY}$	14
Truck Fraction of AADT$_{BY}$, percent	2.0
5+ Axle Average Annual Daily Truck Traffic, AADTT$_{BY}$	3
5+ Axle Trucks $_{BY}$/AADT $_{BY}$, percent	0.4

Peak Hour Traffic Data	
Peak Period Length, hours	1
Peak Hour Direction	**South**
Peak Hour Time of Day	AM
Peak Hour Directional Split $_{BY}$	54/46
Peak Hour Directional Split $_{HY}$	54/46
Peak Hour VMT $_{BY}$	1,606
Peak Hour VMT $_{HY}$	1,774
Peak Hour V/C $_{BY}$	0.11
Peak Hour V/C $_{HY}$	0.12

BICYCLE FACILITY	
Bicycle Segment E	
Parameter	**Value/Characteristic**

On-highway Bicycle Accommodation	
Post Mile Limits	5.970/15.836
Location Description	winter closure gate 0.110 mile north of the Rush Creek Substation driveway to the N junction. with US 395
Bicycle Access Prohibited?	no
Facility Type	no bikeway designation
Outside paved shoulder width, ft	2 to 12
Facility Description.	paved varying-width shoulder
Posted Speed Limit, mi/h	25, 35, 45, and 55

Parallel Bicycle Facility	
Parallel Facility Present?	no

PEDESTRIAN FACILITY	
Pedestrian Segment I	
Parameter	**Value/Characteristic**
Post Mile Limits	5.970/15.836
Location Description	winter closure gate 0.110 mile north of the Rush Creek Substation driveway to the N junction. with US 395
Pedestrian Access Prohibited?	no
Sidewalk Present?	no
Sidewalk Width, feet	none; not applicable
Crossing distance, feet	26 to 40
Facility description	paved varying-width shoulder

APPENDIX D
REFERENCES

1 Caltrans Bridge Inspection Records Information System (BIRIS): Bridge 47-0041 *Reconstruct Railing, ALGER CREEK, General Plan 10-18-1996*

2 Caltrans Bridge Inspection Records Information System (BIRIS): *47-0041 ALGER CREEK 09-Mno-158-6.99 100-PHOTO-Routine Roadway View, 07-10-2007*

3. Caltrans Bridge Inspection Records Information System (BIRIS): *47-0041 ALGER CREEK 09-Mno-158-6.99 100-PHOTO-Routine Roadway View, 08-18-2009*

4. Community Development Planning Division of The County of Mono: *June Lake 2010: June Lake Area Plan, Tourism Element, Table 12*

5. California Division of Highways: as-built document 9000048A sheets 2, 6, and 7, Contract 51-9VC2, "In Mono County, between Route 23 and June Lake," completed 08-16-1942.

6. Mary Walker: *Mammoth Mountain and June Lake Skiing Area Visitation Data, January 19, 2014*

7. Caltrans District 9: Dispatcher Log

8. Inyo National Forest: *Land & Resource Management Plan, 1988, pages 164 through 169*

9. Community Development Planning Division of The County of Mono: *June Lake 2010: June Lake Area Plan, Community Development Element, Figure 5B;*

10. Community Development Planning Division of The County of Mono: *Mono County General Plan Land Use Designation, 1992, Map Figure 68*

11. Community Development Planning Division of The County of Mono: *June Lake 2010: June Lake Area Plan, Community Development Element, Figures 5C, 5D, and 5E*

12. Community Development Planning Division of The County of Mono: *Mono County General Plan Land Use Designation, 1992, Maps Figures 69, 70, and 71*

13. Community Development Planning Division of The County of Mono: *June Lake 2010: June Lake Area Plan, Community Development Element, Figure 5F*

14. Community Development Planning Division of The County of Mono: *Mono County General Plan Land Use Designation, 1992, Map Figure 66*

15. Community Development Planning Division of The County of Mono: *June Lake 2010: June Lake Area Plan, Community Development Element, Table 4*

16. American Fact Finder 2: *June Lake CDP, California, General Population and Housing Characteristics*

17. Community Development Planning Division of The County of Mono*: June Lake 2010: June Lake Area Plan, Community Development Planning Element, Table 3*

18. Community Development Planning Division of The County of Mono*: June Lake 2010: June Lake Area Plan, Community Development Element, Figures 6B, 6C, and 6D*

19. Jill Batchelder of the Eastern Sierra Transit Authority (ESTA), e-mail memorandum on December 13, 2013 to Robert Rubinstein in Caltrans District 9 Planning

20. Richard Whittington of the Yosemite Area Regional Transportation System (YARTS) e-mail memorandum on January 16, 2014 to Robert Rubinstein in Caltrans District 9 Planning

21. Eastern Sierra Transit Authority website of US 395 bus service: http://www.estransit.com/CMS/content/395-routes

22. Yosemite Area Regional Transportation System website *for 2013 Summer Highway 120E/395 Schedule, Fares, and Rider Information:* http://www.yarts.com/schedules.html

23. American Fact Finder 2: Reference Map, *June Lake CDP, California*

24. Caltrans Digital Highway Inventory Photography Program (DHIPP), March 23, 2003 (data collected between August, 2001 and September, 2003)

25. Caltrans District 9, Office of System Planning *State Route 158 Transportation Concept Report,* 03-17-2004
26. Caltrans District 9 Transportation Concept Report Committee, verbal communication in March, 2014
27. Caltrans District 9 *Origin and Destination Study Year 2011*, page 6
28. Transportation Research Board, *Highway Capacity Manual 2010, Directional Segments with Climbing Lanes on Upgrades*
29. Truck Size Unit, California Department of Transportation *45" BUS & MOTORHOME MAP on California State Highways, DISTRICT 9, Map 9 or 12,* revised July 13, 2011
30. Truck Size Unit, California Department of Transportation *TRUCK NETWORKS on California State Highways, District 9, Map 9 of 12* revised May 25, 2011
31. Caltrans District 9, GIS Data Library
32. Mono Basic Clearinghouse, *Map of the LA Aqueduct facilities from Lee Vining Intake to West Portal, ,* http://www.monobasinresearch.org/historical/
33. California Environmental Protection Agency, Air Resources Board, Air Quality Data Branch, Planning and Technical Support Division, *National Ambient Air Quality Area Designations Maps for CO; Ozone, PM 2.5, PM 10*
34. United States Geological Survey*, Seismic Design Maps for International Residential Code (2006 & 2009), Conterminous US*
35. California Department of Fish and Wildlife, *California Natural Diversity Database,* http:://www.dfg.ca.gov/biogeodata/cnddb, 2013
36. California Department of Fish and Wildlife. Habitat Conservation Planning Branch, *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California*
37. Federal Emergency Management Agency *Earthquake Hazard Maps* http://www.fema.gov/earthquake/earthquake-hazard-maps
38. California Department of Fish and Wildlife, Biogeographic Data Branch, *STATE AND FEDERALLY LISTED ENDANGERED & THREATENED ANIMALS OF CALIFORNIA March 2014* https://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf

Mono County
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Informational: Active Transportation Program

A total of 764 applications (statewide) have been received for the ATP program. Application recommendations will be made to the California Transportation Commission (CTC) and the CTC will make the final decision to adopt the statewide and rural/small urban portions of the program August 20, 2014.

The Town of Mammoth Lakes and Mono County submitted the following projects:

Town of Mammoth Lakes

- Mammoth Creek Gap Closure
- Minaret Road Connector Path MUP
- High School Connector Path
- Trails End Access Path - Maintenance Project

Mono County

- Mono County Safe Routes to School Project, Bridgeport and Lee Vining

Copies of applications are available upon request.

Mono County
Local Transportation Commission

LTC Handbook
(Excerpt)

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

I. INTRODUCTION AND PURPOSE

Background

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

Purpose

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

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

II. ORGANIZATION

Membership

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

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

Term of Office

Each appointed commissioner shall serve until a replacement is named.