Mono County
Local Transportation Commission

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AGENDA

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

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of January 12, 2015 **– *p. 1***
4. **ELECTION OF CHAIR** (County) **& VICE-CHAIR** (Town)
5. **INTRODUCTION OF LT. JEFF HOLT, NEW CHP AREA COMMANDER**
6. **ADMINISTRATION**
   A. Overall Work Program (OWP) amendment for fiscal year 2014-15: Adopt Amendment 01 - Budget Adjustment to incorporate an additional $100,000 into the Work Element for ESTA to update the Inyo-Mono Counties Short-Range Transit Plan, other internal adjustments to Work Elements, and authorize signature of the OWPA by the executive director *(Megan Mahaffey)* **– *p. 6***
   B. Draft 2015-16 OWP: Conduct review & provide any desired direction to staff **– *p. 11***
7. **COMMISSIONER REPORTS**
8. **LOCAL TRANSPORTATION**
   A. Communication policy: Conduct review & provide any desired direction to staff *(Nate Greenberg)* **– *p. 17***
   B. Regional Transportation Plan (RTP): Conduct ongoing review & provide any desired direction to staff *(Gerry Le Francois)* **– *p. 27***
9. **TRANSIT**
   A. Eastern Sierra Transit Authority (ESTA)
      1. Low-Carbon Transit Operations Program: Approve Resolution R15-01 allocating funds for expansion of Mammoth Express fixed-route service & authorize LTC & ESTA's executive directors to complete & execute all documents for program submittal, allocation requests & required reporting **– *p. 237***
      2. Update on ESTA activities
   B. Yosemite Area Regional Transportation System (YARTS) update
10. **CALTRANS**
    A. Wildlife/vehicle collisions
    B. Report activities in Mono County & provide pertinent statewide information
11. **INFORMATIONAL**
    A. Moving Ahead for Progress in the 21st Century (MAP-21) letter to Congressional delegation – ***p. 261***

More on back…

B. Complete Streets Implementation Action Plan 2.0 ***– p. 273***
C. ESTA second-quarter 2014-15 operating statistics ***– p. 274***
D. Yosemite fee increases ***– p. 277***
E. Lake George Road letter ***– p. 281***

12. **UPCOMING AGENDA ITEMS**

13. **ADJOURN** to March 9, 2015

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

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

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DRAFT MINUTES

January 12, 2015

COUNTY COMMISIOSIONERS: Larry Johnston, Fred Stump, Tim Fesko

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

COUNTY STAFF: Scott Burns, Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Wendy Sugimura, Paul Roten, Leslie Chapman, Cedar Barager,

TOWN STAFF: Haislip Hayes, Peter Bernasconi

CALTRANS: Ryan Dermody, Michael Beauchamp, David Chursnoff, Terry Erlwein, David Bloom

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Vice Chair Fred Stump called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MINUTES:** Approve minutes of December 8, 2014, as amended: Page 1, Item 5, next to last line: John Helm stated YARTS uses conventional ~~diesel~~ propane. Minutes approved.

4. **ADMINISTRATION**

A. **Resolution of appreciation:** Commissioner Johnston presented resolution of appreciation to retiring Town engineer Peter Bernasconi for his service on LTC *(Johnston/Fesko. Ayes 6, Absent: Bacon.)* Bernasconi accepted with thanks.

B. **LTC Commissioner Handbook:** Scott Burns noted Mobility Commission is no longer with Town, made suggested correction, asked LTC to approve. "And the Town's planning and Economic Development Commission…"), Wentworth: add non-motorized review as well p.11 after planning and economic development: final sentence: and the Town's Planning and Community Development Commission and Mammoth Lakes Recreation *(Wentworth/Johnston. Ayes: 5. Somebody abstained, but couldn't see who)*

C. **LTC audit report 2013-14:** Finance Director Leslie Chapman praised Megan Mahaffey, who has been on staff for a little over a year. Chapman noticed remarkable improvements, revenue stream, opened new accounts within accounting system and closed others to streamline LTC accounting. Clear audit findings are on record, installation of new finance system of County. Price of audit has been lowered because County is now more organized, attributed to Mahaffey.

Mahaffey walked group through financial statements and overview of Overall Work Program. Correction on page 29: Should be 2014. Fesko appreciated, and Stump reinforced Chapman's comments; noticed that ship is well-kept. Thank you.

D. **Overall Work Program (OWP) 2015-16:** Adoption of OWP will be brought forward in February, by end of month looking at budget, will come forward with budget adjustment for moving forward. Review draft for February. Wentworth: page 40, town and county funding? Mahaffey: funds are allocated by state, some are Town-specific, some County-specific. Hogan: page 40, p.14 of packet, CEQA adoption? Haislip Hayes explains it is CEQA. Mahaffey: there will be final budget adoption for current OWP in May. No action

E. Regional Transportation Plan (RTP): Stump shared that he was impressed with the attention of Bacon and Hogan to this item. Hogan corrected page 22, Gerry Le Francois will go through highlights, Hogan and Bacon comments will be incorporated. Will have new copy going forward. Wentworth: Question on comments? Le Francois will send them to us. Every month will work on admin draft with recommendations; will be draft RTP released to public. Le Francois will send Word version for commenting. Le Francois, Town and County will sit down together and work to make sure is latest corrected version. Will send e version. Scott Burns: previous meeting CAC suggestion was to change parking per SFR, change to three from two, verified with CAC reduce to two rather than three spaces for SFR. Parking standards require Planning Commission and BOS approval. Will require review and approval. Just a recommendation at this point. Hogan: Question on appendices, no need to comment at this time.

F. **Letter to CTC on Convict Lake Road:** Project to rehab 2.7 miles of County road to Convict Lake. Applied for FLAP grant, successful, project funded 88.5% by grant. Match programed through STIP, no general fund impact on County. Status now has gone through design stage, NEPA document certified about a month, CEQA out for comment, period closes this week. Thanks to CDD, Sandra Bauer and Jim Paulus. Trying to get to CTC five months earlier than planned. Invoice next fiscal year. Need CTC approval before approving the project. Would like LTC to approve early allocation. Working with Dermody staff at Caltrans. Motivated to have construction completed this year along with Rock Creek. CTC is in control of. March 25 CTC meeting. Johnston offered to go; Garrett Higerd said needs to see.

MOTION: Approve letter with change. *(Johnston/Hogan. Ayes: All.)*

Higerd: County has gone through options for projects that will fit the FLAP mold, as well as look at all projects we have. Can't identify one that is competitive for this grant cycle. Need minimum of 11.44% match, not in STIP cycle to be able to match funds. Doesn't look good, so staff is thinking we do not have grant application. Ready to go for Jan. 30, but good idea for BOS and staff to support other applications: i.e., TOML. Hogan: Talked to USFS? Higerd: Would be difficult for several factors, like County line. Is on radar. FLAP funds are for local agencies with roads that access federal lands. Reds Meadow is longer commitment, as it takes legislation to get that to change. More expedient to get legislators to release funds under current ownership framework; i.e., get INF. Will be expensive project. Hogan: So for now County doesn't have a match. Bodie road? On federal land, however primary traffic is accessing a state park, is not a real clean application for purposes of this grant. Committee of review would not rank very high. Wentworth: County had Digital 395 infrastructure needs incorporated into these projects? Stump: Grant will not fund conduit. Higerd: Have been talking with owners of Convict Resort, not moving forward with that at this time. Is a dirt road that could be used in future for put conduit, when deemed economically viable.

Stump: Originally, FLAP grant to access June Lake swimming beach? Higerd: Other regulatory reasons why it's too late to address. Using state funds predicated on using state-only funds, too late to accept federal funds as part of the project. Working closely with Inyo National Forest on project, but is not the right fit for funds already allocated for match. INF is participating on parts, will look at things that do access INF facilities for cooperation with. Not sure how far that will go. Stump: Need support? Please agendize for this commission. Johnston: What are TOML needs? Something up Shady Rest snowmobile staging area? Higerd: Could be, will double check. Could provide letter of support for application. ESTA was thinking of providing letter of support for staging buses. John Helm: ESTA is competitive but did not want to compete with TOML or County, would be for stage 2 for covered staging area for buses.

5. **COMMISSIONER REPORTS: Fesko:** Really impressed to hear about Tesla charging station in Lone Pine at museum, interested to see what they put in. Charging station at Historian Inn in Gardnerville, interesting to see how it works. Interesting to see what Tesla puts, and to see if can get in Mono County. Moving forward very quickly. **Johnston:** Complimented Caltrans on work this winter, maintenance, shoulder work, etc. Chance to see phase 2 dust control in Keeler, was significant dust off lake bed and dunes. $2 million project to mitigate. **Hogan:** Thanks to Caltrans for keeping Crestview open; has seen a lot of cars and trucks there, know it is appreciated. Dermody notes snow is also issue with sidewalks, looking at installing snowmelt on sidewalk projects. Asking if commission may support. **Wentworth:** Inyo Forest Plan, meeting in Bishop. Supervisor Corless met with regional planning staff in Vallejo. Collaborative process at meeting in Bishop, will develop collaborative strategy for recreation. **Stump:** Thanked Caltrans for work on shoulders on 395, brushing shoulders and median strip, deer will be more visible. Also, responded to Sunny Slopes residents' request for brush clearing.

6. **LOCAL TRANSPORTATION:** No items

7. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA):** John Helm updated commission on annual route analysis. This provides the means to break down and provide picture of what our services cost on route-to-route basis. Great variation. Breakdown of subsidy on routes that charge a fare. Update annually when numbers are finalized. Internal numbers are ready to use for 2013-14 period. Reviewed factors in report. Have four member entities: counties, towns of Mammoth Lakes and Bishop. Inter-city routes are funded through federal, separate budget, each has its own budget stream. Some routes are split to different entity accounts. Background to explain why it varies year to year. Some costs are clearer, such as bus maintenance. Others are not; i.e., admin costs, which are spread depending on vehicle service hours. How we are applying funds may change from year to year. Cost per route varies between $45-$117/hour. Some routes are much less expensive. Conversely, routes to Reno and Lancaster use more fuel and mph, costs are much higher. Some of grant funding that supports these routes may support higher cost components. This benefits all services we provide throughout the region. Lifeline services will not achieve the same return. System wide, return is 24%, actually higher than that. MMSA paid all its costs, and helped with other routes. Stump: Does MMSA save money by contracting with ESTA? Is that something that can be offered, cheaper than a local entity would be? Helm: They have been hesitant to say that ESTA actually saves them money. But they are eager each year to enter into contract for service. Capital improvement is an element that they are saving money in. Stump: Inyo County questions why MMSA gets service for free, but it's not free. Is there data to show a plus for the whole program to have these contracts? Helm: Yes, continual education process. Inyo LTC is seeing the benefits to ESTA organization-wide, from the shuttle service to MMSA and Reds Meadow. Not free, citizens paid for it. Johnston: Need the Mammoth Express to get to Mammoth in time for people to get to work. Wentworth: Is Tesla working on bus? Helm: Not that I'm aware of.

B. **Yosemite Area Regional Transportation System (YARTS):** Nothing to report, some discussion. Connections to rail would be an advantage.

8. **CALTRANS**

A. **SR 108 truck restriction:** Ryan Dermody introduced item. Caltrans is researching truck restriction on 108, which has been an issue for many years. The procedure to implement restriction focuses on Mono County BOS to work with Caltrans. Dermody introduced Terry Erlwein: This will be on agenda for BOS, having an initial discussion with this commission. Erlwein: process involves County taking on some activities that Caltrans would support. An eight-step truck restriction process weighted heavily toward County, Caltrans willing to help a lot, providing data, technical information. County would need resolution and Caltrans would support. Trucks get stuck. Takes three to five hours to get truck unstuck. Affects all traffic. Caltrans has tried things, like limiting truck size, with limited success. Proposing restriction to 30 feet axle. Erlwein shared videos from truck incidents on SR 108.

Questions: Johnston: This side is in our district, other side is in District 10. What happens? Erlwein: What we would do is post restrictions on District 10 side, in conjunction to build truck turn-around on each side. Johnston: What if we restricted it on this side? Erlwein: We would post it on the other side. District 10 does not have problems with trucks getting stuck. Dermody: When posted, would basically prohibit trucks from that side coming over. CHP would enforce. Stump: Could still access from west to resorts? Yes. Erlwein: Would not affect Marine base. Stump: Would they be willing to be supportive? Erlwein: Yes. They would not be subject to the regulation, as they don't use trucks of this size. Stump: They would probably support it. Fesko: They would not have a problem. There is a fiscal/economic impact when people are stuck – people turn around and don't come up. There is impact. Erlwein: Impacts will be analyzed in CEQA, etc. Johnston: Don't want anyone killed from runaway trucks. Erlwein: Will go to BOS next Tuesday to present (01.20.15). Johnston: Don't think we should be discussing this here, due to Brown Act. Informational only. Erlwein shared video.

B. **US 6/Chalfant intersection:** Dermody had meeting with Stump and Erlwein regarding the potential to reduce speeds in Chalfant, also with school superintendent from Bishop. Is a concern regarding bus turn-arounds and speeds through the community. Stump asked us to look at potential solutions. Have had some progress on turn-arounds, but not so much on speed limits. Erlwein: What did you need from us? Stump:

We understand it would take legislation for speed limits, so we want to look at turn-around for buses. The school superintendent made an offer to create a bus stop in east Chalfant, if there is some way to look at safe routes to schools funding; this seems to be reasonable for district to utilize in west side of community where children don't have to cross. Erlwein: Looking at a couple of ways to do. No safety nexus to get funding to build turn-around. There have been some accidents, but doesn't compete state-wide. Could take a few years to get funding. Maintenance engineers have some funding to do some of this type of work. Stump: Still getting requests from residents to have enforcement to get trucks to slow down to 55. Erlwein: I drive 55 and get mean looks. Mono County CHP has speed trailers, and could do some enforcement. Need to approach CHP directly. Fesko: Don't want to rule out legislative side. Can work with local CHP. Erlwein: Hope people keep anecdotal records. Johnston: Would be a good time to talk to new commander in Bridgeport. Sugimura: Recording anecdotal information – how can we do that in a meaningful way? Erlwein: Needs to be done and presented in an organized way. Doesn't affect calculation of accident rates, but goes to narrative. Somebody has to take charge of recording in believable way. Needs to include specific information, date, time. Needs to be data driven.

C. **Traffic count:** Ryan Dermody introduced David Chursnoff, transportation planner. Will try to share each January, graphs depicting how traffic patterns have changed on routes 203, 108, and 395. First graph 395: Four count stations. Ideally, Caltrans will be able to use this data for funding projects. Fesko: Question looking at Silver Canyon 2013, trucks are a high percentage. Would be interesting to have truck data for the other routes also. Hogan: Are there projections for Highway 6 resulting from Tesla? Chursnoff: Expect to see big increase coming. Hwy 6 has no four-laning in future, shoulder expansion yes. Truck traffic in future? Johnston: Is website with traffic data? Chursnoff: Data online, by each route and count station statewide. Erlwein will send to Scott. Actual physical counts are higher than what's on line. Fesko: Do you look at neighboring states and ask how it will affect this state? Dermody: Yes, look at NDOT and try to be more proactive.

D. **Bridgeport Main Street:** Ryan Dermody: is working with County. Wendy Sugimura thanked engineering office for putting the data together for a monitoring report. Question about performance measures, great project. Cooperation of community and Caltrans to improve the context and ways our streets can be improved. About 1.5 years since striping has been put on ground, initial issues, RPAC worked with Caltrans to stencil back-in only. Since then, we have had great compliance, seems to be working well now. Quick, efficient and fairly cheap way to do it.

Performance standards typically measured by accident rates, traffic speeds, congestion, convenience, and affordability. Speed survey in November 2012 indicated no change in speed through Main Street. The 30 mph may have been a perception, as speeding was actually passing, not speeding. Now is not being used as passing lane. Anecdotally, people still feel traffic is moving too fast. Collisions have been about the same. From traditional measurements, no change to traffic speeds, accidents improved, parking improved. Multi-modal performance measures. No standardized measures yet, attached Dan Burden's information. We don't collect data that speak to the measures. Can be difficult, so we pulled together what we do have. Building permit data, some façade improvements. Public realm improvements: Main Street Plaza flower baskets, benches, etc. Real estate: Anecdotal one purchase affected positively by project. Project is serving as model nationally and internationally, in Caltrans classes. Also have been contacted by Tahoe Regional Planning Agency. This is the data we have, seems like project is achieving the goals set forth in the Regional Transportation Plan…will continue implementation. Continuing public and private cooperation.

Hogan: Great report, compliment to Caltrans recognizing community engagement, walkability, affordability. Burns: Caltrans came to us with opportunity; we can make this project work. We are going for similar grant for Lee Vining. Not going in with any preconceived ideas.

Fesko: Everything lined up. Was due for an overlay, new painting. Delays, but it was luck that everything fell together. Walking, it is easier to cross the street, only one lane to deal with. Change is never easy. Have heard complaints but they have pretty much gone away, people have gotten used to it. Still some don't like it, but in general has met the goals it tried to do. Actually less accidents. Amount of time to back in takes seconds. Hats off, great project, looking forward to future phases.

Johnston: This project Weaverville did 20 years ago. Only thing you don't have basis to say works better is back-in vs. diagonal parking. I think regular diagonal worked just as well. No basis to evaluate whether back-in works better. Is it illegal to front-in park? Erlwein: Yes. Johnston: No way to measure. Overall, project is great, but don't think works better than regular. Erlwein: The state doesn't allow head-in parking on state hwy. Back-in allows you to have sight distance to pull into traffic when it is safe. More spaces, and Is allowable on state highway, realistically, Looks cool, gives more spaces, appears to work.

No measurable data to show. Fesko: General flavor for me is that it has worked. Change occurs, resist it, but people have gotten used to it. Hogan: Much safer for bicyclists. Town's Mobility Commission had proposition for Little Eagle, had one person who said it was not going to work. Johnston: You could do the same thing, but no criteria to determine. Fesko: Comment about bike lane, one business in town has bikes for their guests, has more people who want to use now because they have a designated lane.

Johnston: Must be some information someplace about whether this idea of backing in is working, better than head in. Fesko: We just heard from Terry; some information shows back-in better. Erlwein: Can do some more research. Johnston: Is a great project, hope we can do in other communities. Head-in vs back-in? Extra parking is good no matter whether back-in or head-in. Hogan: Most vehicle accidents happen in head-in. Much safer if you have the nose pointed out.

Wentworth: Every time you go to a little town, you see a little thing that gives town its feel. Establish standard that will be done throughout the region.

Sugimura: Important to remember that these are tools in toolbox. Which tools can be applied to this street? We did not have the option for head-in parking. The only way to gain diagonal parking is to have back-in parking.

Stump: If Caltrans developed regulation or legislation for analysis, that is what Johnston is looking for. Erlwein: All determined in California vehicle code. Bridgeport is just paint, at some point can look again and make changes.

Higerd: School Street Plaza project designed so it can be striped in either direction; also just paint. To be consistent in community we also went back-in angle parking there until determined if it is preferable.

Sugimura: Other communities ask; answer depends on the context and design of the road, what are the issues, and figure out what is the toolbox and how to best apply it in the best way. Johnston: Any relation to traffic flow and volume?

E. **Activities in Mono County:** Dermody has received calls requesting maintenance on local highways, newly appointed District 9 maintenance person is Greg Miller. Stump: Question regarding hunting areas on SR 120 when gate is closed, can't use. Dermody: Have issues with recreation behind these gates. Johnston: Would this be an item to discuss in the future? Fesko: Would it make sense to open up, depending on snow, etc.? Dermody: We do have budgetary concerns, etc. Stump: This is something we would like to look at. Wentworth: Also, with drought, would like to see adaptive policy, more adaptability in future. Johnston: How has road salting with brine been working? Dermody: Mike Beauchamp has been here three months, hasn't snowed. In general, brining preapplication mix solution is 23% salt, applied 24-48 hours before storm, prevents ice from bonding to pavement. In general, we are using 1/3 less salt than before. Fesko: Does it really work? Beauchamp: With our limited experience it works well in other areas. Dermody: Has worked well in Tahoe. Also use less cinders.

9. **INFORMATIONAL**

A. **Tesla investing in Lone Pine:** A Tesla vehicle parked over the holiday at Crowley Lake Store because its meter said it couldn't make it to Mammoth. Store allowed them to use 110, but vehicle had to stay overnight. These aren't just your average plug-in spots. Plug-in post has two plug-ins per unit. Tesla uses particular end connector, all make adapters. Wentworth: Any coordination? Terry Erlwein: Tesla's plan for putting in at strategic locations is shown on website.

10. **UPCOMING AGENDA ITEMS:** ESTA low-carbon transit grant; OWP; introduction of new CHP commander; wildlife collisions; winter closure study (in OWP)

11. **ADJOURN** at 11:45 a.m. to February 9, 2015

Prepared by Cedar Barager, permit technician/office assistant

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Staff Report

February 9, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: Budget Adjustment to incorporate changes to current work elements including an additional $100,000 Grant for ESTA to update the Inyo-Mono Counties Short-Range Transit Plan. A new OWPA is needed for additional funds and to correspond to the Active Master Funds Transfer Agreement.

RECOMMENDATION
Adopt Amendment 01 - Budget Adjustment to incorporate an additional $100,000 into the RPA Work Element for ESTA to update the Inyo-Mono Counties Short-Range Transit Plan and authorize signature of the OWPA by the executive director. The mid-year budget adjustment also includes changes to other work elements in the adopted Mono County 2014-15 Overall Work program to allow for funds to be used on projects that are moving forward and removing funds from projects that are near completion.

FISCAL IMPLICATIONS
This amendment will program the $100,000 grant award for the Short-Range Transit Plan for Eastern Sierra Transit Authority into this year's OWP.

ENVIRONMENTAL COMPLIANCE
N/A

DISCUSSION
The current OWP was adopted by the Local Transportation Commission on April 14, 2014. Additional funding needs to be programmed through the OWP for the $100,000 grant award for the ESTA Short-Range Transit Plan. The mid-year budget adjustment also includes changes to other work elements in the adopted Mono County 2014-15 Overall Work program to allow for funds to be used on projects that are moving forward and removing funds from projects that are near completion.

ATTACHMENTS
- Work Element change for 2014-15 OWP
- FY 2014-15 OWP Budget Adjustment
- OWPA agreement for signature

WORK ELEMENT 302-12-4
ESTA UPDATE OF INYO-MONO COUNTIES SHORT RANGE TRANSIT PLAN

PURPOSE

Up-date to Eastern Sierra Transit Authority's short-range transit plan which is the tool through the continuing comprehensive and coordinated transit planning process is implemented. The SRTP provides essential information, analysis and recommendations regarding future management and operations of transit services in the Eastern Sierra Region.

The update to Eastern Sierra Transit Authority's is funded by:
FTA section 5304 transportation planning grant
Matching funds through Mono County OWP and Inyo County OWP

WORK ACTIVITY AND DELIVERABLES-ESTA

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Select consultant for updating short range transit plan	ESTA	Contract with Consultant	March 2015
2.	Conduct existing condition, peer review and performance analysis	Consultant	Draft Report	April 2015
3.	Develop systems goals, objectives, standards and demand analysis	Consultant	Draft Report	April 2015
4.	Conduct Security, Technology and Organizational analysis	Consultant	Draft Report	May 2015
5.	Develop service alternatives and conduct financial and capital analysis	Consultant	Draft Report	May 2015
6.	Draft of Sort Range Transit Plan, Conduct review and Present for adoption	Consultant	Short Range Transit Plan	Dec 2015
7.	Fiscal management reporting	ESTA	Invoicing and Quarterly Reporting	Quarterly

PREVIOUS WORK
This is a new Work Element to update the previous Short Range transit plan.

ONGOING TASK

FUNDING SOURCE
Transportation Planning Grant - $100,000
Local In-Kind Match - $14,457

	TOWN	COUNTY	TOTAL
2014/15 RPA	$3,000	$3,000	$6,000
PPM FUNDING			
5304 TRANPORTATION PLANNING GRANT		$100,000	$100,000
TOTAL FUNDING	$3,000	$103,000	$106,000

FY 2014/15 OWP Preliminary Budget		$ 230,000.00	$ 65,000.00	$ 165,000.00							$ 230,000.00						
Budget Adjustment		$ -															
RPA Current Budget		**$ 230,000.00**	**$ 65,000.00**	**$ 165,000.00**													
		RPA Approved Budget			**Billing to Date**			**Mid-Year Budget Adjustment**		**Adjusted Budget**		**Remaining Budget**					
		Total	**Town**	**County**	**Total**	**Town**	**County**	**Town**	**County**	**Town**	**County**	**Town**	**County**				
	Total	**$ 230,000.00**	**$ 65,000.00**	**$ 165,000.00**	**$ 106,381.00**	**$ 4,573.39**	**$ 101,807.61**	**$ (24,889.85)**	**$ 24,889.85**	**$ 40,110.15**	**$ 189,889.85**	**$ 35,536.76**	**$ 88,082.24**				
100-13-0	2014/15 OWP Development and Approval	**$ 13,000.00**	$ 3,000.00	$ 10,000.00	**$ 2,875.63**	$ 319.06	$ 2,556.57			**$ 3,000.00**	**$ 10,000.00**	**$ 2,680.94**	**$ 7,443.43**				
101-13-0	2012/13 & 2013/14 OWP Admin	**$ 19,000.00**	$ 5,000.00	$ 14,000.00	**$ 10,684.53**	$ 1,176.21	$ 9,508.32		**$ 5,000.00**	**$ 5,000.00**	**$ 19,000.00**	**$ 3,823.79**	**$ 9,491.68**				
103-13-0	Local Transportation Commission Staff Support	**$ 15,000.00**		$ 15,000.00	**$ 10,605.00**	$ -	$ 10,605.00		**$ 5,000.00**	**$ -**	**$ 20,000.00**	**$ -**	**$ 9,395.00**				
200-13-0	Regional Transportation Plan	**$ 60,000.00**	$ 2,000.00	$ 58,000.00	**$ 58,598.64**	$ 598.64	$ 58,000.00		**$ 34,000.00**	**$ 2,000.00**	**$ 92,000.00**	**$ 1,401.36**	**$ 34,000.00**				
201-13-1	Trails	**$ -**			**$ -**	$ -	$ -			**$ -**	**$ -**	**$ -**	**$ -**				
300-13-0	Transit Planning	**$ 19,000.00**	$ 12,000.00	$ 7,000.00	**$ 49.98**		$ 49.98	**$ (10,000.00)**	**$ (4,000.00)**	**$ 2,000.00**	**$ 3,000.00**	**$ 2,000.00**	**$ 2,950.02**				
302-12-4	ESTA Update of Inyo-Mono Coord. Public Transit-Human Services Trans. Plan	**$ 6,000.00**	$ 3,000.00	$ 3,000.00	**$ -**					**$ 3,000.00**	**$ 3,000.00**	**$ 3,000.00**	**$ 3,000.00**				
403-13-0	Pavement Management System	**$ -**			**$ -**	$ -	$ -			**$ -**	**$ -**	**$ -**	**$ -**				
600-13-0	Transportation Grant Applications	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 3,668.68**		$ 3,668.68			**$ 5,000.00**	**$ 5,000.00**	**$ 5,000.00**	**$ 1,331.32**				
601-11-0	395 Corridor Management Plan	**$ 15,000.00**	$ 5,000.00	$ 10,000.00	**$ 8,624.29**	$ 110.15	$ 8,514.14	**$ (4,889.85)**	**$ 4,889.85**	**$ 110.15**	**$ 14,889.85**	**$ (0.00)**	**$ 6,375.71**				
800-13-1	Interregional Transportation Planning	**$ 15,000.00**	$ 5,000.00	$ 10,000.00	**$ 5,749.72**	$ -	$ 5,749.72			**$ 5,000.00**	**$ 10,000.00**	**$ 5,000.00**	**$ 4,250.28**				
900-13-0	Current Planning and Monitoring and Traffic Management Issues	**$ 10,000.00**	$ 2,000.00	$ 8,000.00	**$ -**	$ -	$ -		**$ (5,000.00)**	**$ 2,000.00**	**$ 3,000.00**	**$ 2,000.00**	**$ 3,000.00**				
908-13-2	Caltrans/Town Maintenance Agreement	**$ 38,000.00**	$ 18,000.00	$ 20,000.00	**$ -**	$ -	$ -	**$ (13,000.00)**	**$ (15,000.00)**	**$ 5,000.00**	**$ 5,000.00**	**$ 5,000.00**	**$ 5,000.00**				
1000-13-0	Training and Development	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 5,524.53**	$ 2,369.33	$ 3,155.20	**$ 3,000.00**		**$ 8,000.00**	**$ 5,000.00**	**$ 5,630.67**	**$ 1,844.80**				
		Max Admin = 25%		$ 57,500.00							Adjusted Admin	$ 57,000.00					

FY 2013/14 OWP Preliminary Budget		$ 230,000.00	$ 117,750.00	$ 112,250.00													
Budget Adjustment											$ 230,000.00	$ -					
PPM Current Budget		**$ 230,000.00**	**$ 117,750.00**	**$ 112,250.00**													
		PPM Approved Budget			**Billing to Date**			**Mid-Year Budget Adjustment**		**Adjusted Budget**		**Remaining Budget**					
		Total	**Town**	**County**	**Total**	**Town**	**County**	**Town**	**County**	**Town**	**County**	**Town**	**County**				
	Total	**$ 230,000.00**	**$ 117,750.00**	**$ 112,250.00**	**$ 59,450.29**	**$ 22,842.28**	**$ 36,608.01**	**$ 15,250.00**	**$ (15,250.00)**	**$ 133,000.00**	**$ 97,000.00**	**$ 110,157.72**	**$ 60,391.99**				
200-13-0	Regional Transportation Plan	**$ 16,000.00**	$ 8,000.00	$ 8,000.00	**$ 16,000.00**	**$ 8,000.00**	**$ 8,000.00**	**$ 6,965.51**	**$ 6,602.75**	**$ 14,965.51**	**$ 14,602.75**	**$ 6,965.51**	**$ 6,602.75**				
201-13-1	Trails	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 5,158.11**	**$ 1,362.62**	**$ 3,795.49**		**$ (1,204.51)**	**$ 5,000.00**	**$ 3,795.49**	**$ 3,637.38**	**$ -**				
403-13-0	Pavement Management System	**$ 8,000.00**	$ 4,000.00	$ 4,000.00	**$ 2,250.38**	**$ 1,500.00**	**$ 750.38**			**$ 4,000.00**	**$ 4,000.00**	**$ 2,500.00**	**$ 3,249.62**				
600-13-0	Transportation Grant Applications	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 2,937.57**	$ -	**$ 2,937.57**			**$ 5,000.00**	**$ 5,000.00**	**$ 5,000.00**	**$ 2,062.43**				
601-11-0	395 Corridor Management Plan	**$ 15,250.00**		$ 15,250.00	**$ -**	$ -	**$ -**			**$ -**	**$ 15,250.00**	**$ -**	**$ 15,250.00**				
605-12-2	Mammoth Lakes Stormwater Management Plan	**$ 10,000.00**	$ 10,000.00		**$ -**		**$ -**			**$ 10,000.00**	**$ -**	**$ 10,000.00**	**$ -**				
607-13-2	ML Draft Mobility Element Level of Service Analysis & Mitigation Identification	**$ 31,750.00**	$ 31,750.00		**$ 404.50**	**$ 404.50**	**$ -**			**$ 31,750.00**	**$ -**	**$ 31,345.50**	**$ -**				
611-11-2	Mammoth Lakes Mobility Element Adoption	**$ 10,000.00**	$ 10,000.00		**$ 1,113.14**	**$ 1,113.14**	**$ -**			**$ 10,000.00**	**$ -**	**$ 8,886.86**	**$ -**				
700-13-0	Project Study Reports	**$ 15,000.00**	$ 5,000.00	$ 10,000.00	**$ 9,028.02**	**$ 5,000.00**	**$ 4,028.02**	**$ 11,284.49**		**$ 16,284.49**	**$ 10,000.00**	**$ 11,284.49**	**$ 5,971.98**				
701-13-1	Regional Transportation Improvement Plan Maintenance	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 1,217.29**	$ -	**$ 1,217.29**	**$ (4,000.00)**	**$ (2,782.71)**	**$ 1,000.00**	**$ 2,217.29**	**$ 1,000.00**	**$ 1,000.00**				
803-13-2	Mammoth Lakes Air Quality monitoring and planning	**$ 4,000.00**	$ 4,000.00		**$ 70.99**	**$ 70.99**		**$ (2,000.00)**		**$ 2,000.00**	**$ -**	**$ 1,929.01**	**$ -**				
902-12-2	Purchase Transportation Data Collection Equipment	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 5,000.00**	**$ 5,000.00**	**$ -**	**$ 3,000.00**		**$ 8,000.00**	**$ 5,000.00**	**$ 3,000.00**	**$ 5,000.00**				
903-12-1	Regional Transportation Asset Management Plan	**$ 70,000.00**	$ 20,000.00	$ 50,000.00	**$ 15,879.26**	$ -	**$ 15,879.26**		**$ (15,250.00)**	**$ 20,000.00**	**$ 34,750.00**	**$ 20,000.00**	**$ 18,870.74**				
1000-13-0	Training and Development	**$ 10,000.00**	$ 5,000.00	$ 5,000.00	**$ 391.03**	**$ 391.03**	**$ -**		**$ (2,615.53)**	**$ 5,000.00**	**$ 2,384.47**	**$ 4,608.97**	**$ 2,384.47**				

OVERALL WORK PROGRAM AGREEMENT (OWPA) FOR
MONO COUNTY LTC

1. The undersigned signatory Mono County Local Transportation Commission hereby commits to complete, this fiscal year (FY) (beginning July 1, 2014 and ending June 30, 2015), the annual Overall Work Program (OWP), a copy of which was approved on April 14th 2014 and is attached as part of this OWPA.

2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreements (MFTA), numbered 74A0796 and executed with effective dates of January 1, 2015 to December 31, 2024 between Mono County LTC and the Department of Transportation (STATE), are incorporated herein by this reference as part of this OWPA for this FY.

3. This OWP Agreement obligates and encumbers only these following funding sources: State Highway Account – Rural Planning Assistance (RPA) funds, Federal Highway Administration (FHWA) State Planning and Research (SP&R) – Partnership Planning Element (FHWA – SP&R Partnership Planning), FHWA SP&R – Regional Blueprint Planning Element (FHWA – SP&R Blueprint Planning) and Federal Transit Administration (FTA) Section 5304 Transit Planning Grants. RTPA agrees to comply with FHWA and FTA matching requirements for "Consolidated Planning Grant" funds obligated and encumbered against this OWP Agreement: FHWA – SP&R Part. Planning, federal/local – 80/20; and/or FTA Section 5304, federal/local – 88.53/11.47, Rural Blueprint federal/local – 80/20). All local match funds are to be provided from non-federal sources.

4. Subject to the availability of funds this FY OWPA funds encumbered by STATE include, but may not exceed, the following:

Funding Source	Minimum Match % Required	Funding	Local Match, if applicable
RPA – State Highway Account	0%	$230,000.00	
FTA Section 5304	11.47%	$100,000.00	$14,457.00
FHWA SP&R Partnership Planning	20%	$0.00	$0.00
FHWA SP&R Regional Blueprint	20%	$0.00	$0.00
Total Programmed Amount		$330,000.00	$14,457.00

6. Should RTPA expend funds in excess of those available and programmed in this FY OWPA, those costs shall be borne solely by RTPA.

Caltrans District 9	Mono County Local Transportation Commission
Department of Transportation (STATE)	Name of Agency (RTPA)
Authorized Signature	Authorized Signature
Dennee Alcala	Scott Burns
Printed Name of Person Signing	Printed Name of Person Signing
Office Chief, Transportation Planning	Executive Director
Title	Title
Date	Date

(For Use by Caltrans Accounting Only)

The total amount of all Federal funds encumbered
Fund Title: _____

Item _____ Chapter Statute Fiscal Year _____

Project ID# _____ Encumbrance Document Number _____

The total amount of all State funds encumbered
Fund Title: _____

Item _____ Chapter Statute Fiscal Year _____

Project ID# _____ Encumbrance Document Number _____

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Accounting Officer _____ Date _____

Mono County
Community Development Department

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

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

Staff Report

February 9, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst
Scott Burns, Director

SUBJECT: Draft 2015-16 OWP

RECOMMENDATION
Review potential OWP Work Elements for inclusion in Draft 2015-16 OWP for submittal to Caltrans.

FISCAL IMPLICATIONS
The OWP will present a scope of work and budget for transportation planning activities and funding sources for the period between July 1, 2015, and June 30, 2016.

ENVIRONMENTAL COMPLIANCE
N/A

DISCUSSION
The attached excerpt from a draft 2015-16 OWP lists potential work elements for consideration by the Commission. The work elements selected by the Commission will be refined and compiled in a review draft for submission to Caltrans by March 1, 2015. Following receipt of Caltrans comments, a revised draft will be presented to the LTC, and adoption will be scheduled to allow for submission to Caltrans in May. A final approved and adopted OWP and accompanying agreement is due to Caltrans Office of Regional and Interagency Planning by June 30.

In addition to the proposed continuation of a number of standard work elements, the following additional work items are proposed for Commission consideration:

- Community Way-finding Design Standards
- Hwy 395/6 Corridor WiFi Plan
- Community Traffic Calming Design Standards
- Alternative Fueling Station Corridor Policy
- Active Transportation Program
- Community Emergency Access Route Assessment

ATTACHMENT
- FY 2015-16 OWP excerpt

Mono County Overall Work Program 2015-2016

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January 25, 2015

Overall Work Program Requests from Commissioner Johnston

1. <u>Initiate Project Study Report for Hwy 395 Wildlife Exclusion Fence and Safety project.</u>
   This project is reflected in the attached map. It is a wildlife protection and vehicle safety project running along US Hwy 395 from the _____ Caltrans maintenance station to just north of the SR 203 junction and including SR 203 westward to almost Meridian Boulevard. It includes:
   a) enhancements to two existing wildlife-useable under crossings (at Mammoth Creek and Convict Creek)
   b) two new undercrossings on US Hwy 395 and one undercrossing on SR 203
   c) an overcrossing at the large road cut on SR 203 nearer to Meridian Boulevard
   d) 8' wildlife fencing along both sides of US Hwy 395, SR 203 and around the Mammoth Yosemite Airport
   e) Combined wildlife fence / snow fence along segments of US Hwy 395

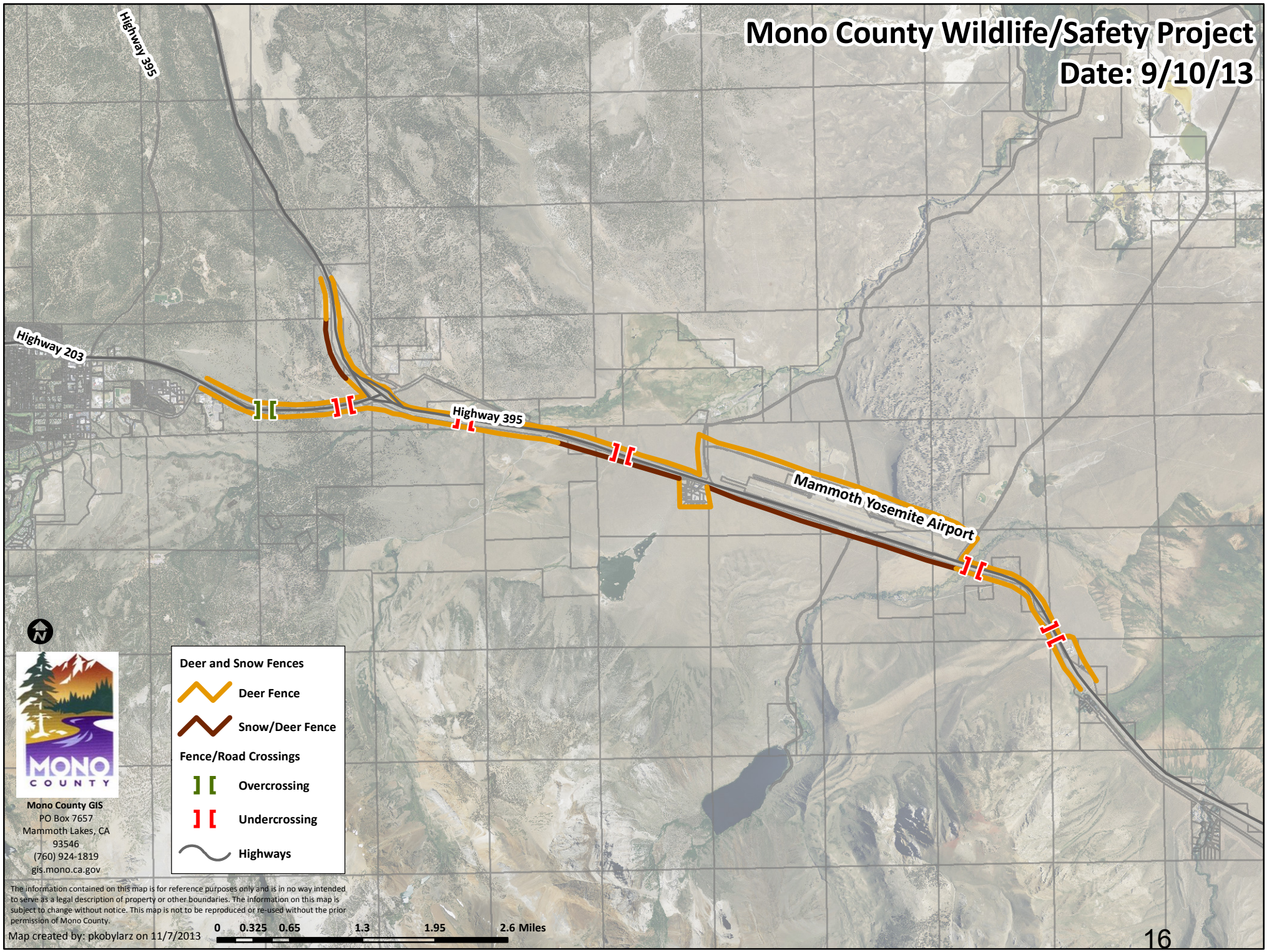
EXAMPLE DEER FENCE ALONG I-580 NEAR RENO – NOTE DARK COLORED FENCE POSTS

2. Initiate Project Study Report for the Tioga Pass Heritage Highway project.
   This project is the improvement to SR 120 from US Hwy 395 west to Yosemite National Park (at Tioga Pass) in a fashion that emulates the Going to the Sun Road in Glacier National Park. The project includes:
   a) As many as six westbound slow-traffic passing turnouts in existing disturbed areas
   b) Uphill bicycle climbing lanes (similar to Rock Creek Road improvements)
   c) Nearly continuous and aesthetically designed safety guardrail/guardwalls in steep sections.
   d) Removable aesthetically designed guardrail / rock fall protective guardwalls in the "blue slide" area
   e) Aesthetically designed rock fall protective guard walls in many segments to increase motorist safety and decrease maintenance costs.
   f) Several scenic / historic interpretive pullout enhancements

3. Re-initiate and complete the wildlife exclusion project at Sonora Junction utilizing the existing culverts currently stored at the Sonora Junction Caltrans Maintenance Station.

4. Initiate Project Study Report for the Class 1 bicycle path from Tom's Place to the Lower Rock Creek Road.

5. Re-initiate the Upper Sherwin Grade US Hwy 395 improvement project from where the Lower Sherwin Grade Project left off to Tom's Place.


Mono County Wildlife/Safety Project
Date: 9/10/13
Highway 395
Highway 203
Highway 395
Mammoth Yosemite Airport
Deer and Snow Fences
Deer Fence
Snow/Deer Fence
Fence/Road Crossings
Overcrossing
Undercrossing
Highways
MONO COUNTY
Mono County GIS
PO Box 7657
Mammoth Lakes, CA
93546
(760) 924-1819
gis.mono.ca.gov
The information contained on this map is for reference purposes only and is in no way intended to serve as a legal description of property or other boundaries. The information on this map is subject to change without notice. This map is not to be reproduced or re-used without the prior permission of Mono County.
Map created by: pkobylarz on 11/7/2013
0 0.325 0.65 1.3 1.95 2.6 Miles

I. ISSUES / OPPORTUNITIES / CONSTRAINTS

Communications

1. Telecommunications infrastructure and services are critical components for long-term growth and sustainability for the County, as they provide the basic resources necessary for businesses to operate and add to the quality of life for residents. Increasingly, business success is tied to online accessibility, including e-commerce solutions, discoverability, and the overall necessity of high-quality broadband capable of high speeds with symmetric up and down transfer rates. Of equal importance is broadband to residents for access to online education, research, employment, health care, and government resources.

2. Historically, Mono County has suffered from a lack of quality broadband due to our rural nature and low population with dispersed community areas. With the installation of Digital 395 (see III.C. Definitions for more information) in 2013, however, capacity issues will be resolved and new opportunities will arise.

3. With the rapid advances in mobile device technology, both providers and subscribers are increasingly looking to mobile solutions to help fill communication gaps and provide alternatives to typical fixed deployments. While the mobile alternatives are extremely valuable at fulfilling their role, they are not a panacea for solving broadband issues throughout the county.

4. The primary issues with the mobile broadband solution are the data caps that are placed on customers, the overall cost of the service, and the typical requirement of a long-term contract in order to receive the service. While these are hurdles typically overcome by those looking to utilize this technology as a secondary method for accessing the Internet, for those who are looking at it as their primary, they may be insurmountable.

5. For the most part, some form of cellular coverage exists in almost every community; however, it is carrier dependent. AT&T and Verizon are the two main carriers, whose coverage models overlap, but do not provide the same coverage in all of the same areas. In addition to some communities not having cellular service, there are significant sections of our primary highway corridors without coverage, which poses safety concerns and convenience issues for travelers.

6. With Digital 395, cellular coverage throughout the county may improve as new sites are developed and existing sites improved with upgraded technology that adopts a fiber-fed backhaul. This development pattern is important, and should be considered strategically and implemented thoughtfully in order to meet goals and objectives while adhering to policies and parameters.

7. Within the context of non-mobile broadband technology, Mono County continues to struggle with the basic aspects of accessibility, reliability, and adoption. These three aspects are closely related to each other, as the region as a whole has been starved of quality Internet until very recently. Where service is accessible (mainly in the major community areas), the reliability and usability of that service has not always been great enough to motivate everyone to adopt. Coupled with the demographics of the region (a mix of income levels, education, age, and ethnicities), a portion of the population still does not use the Internet.

8. Outside of the Town of Mammoth Lakes and the community of June Lake, most communities do not have more than one Internet Service Provider. For the most part, smaller communities are serviced by a single fixed wireless provider (Schat.net), leaving only one other small, wireline

provider (Escape Broadband) to compete with the bigger companies offering wireline service – Suddenlink and Verizon.

9. Due to limited competition, the market in each community has been dominated by a single (non-mobile) carrier, which limits consumer choice, stifles competition, and does not afford redundancy. In addition, business use of Internet is limited to residential grade service plans, with only a small number of T1 type connections, or similar higher speed service offerings. In general, this has not only resulted in those businesses being confined to Mammoth or June Lake, but also made it difficult or financially impractical for businesses to get higher speeds or symmetric service offerings.

10. A high priority is placed on broadband market development, and the engagement of Mono County in the regional deployment of this critical infrastructure. Participation in local, regional, statewide, and federal efforts that are aimed at the improved diffusion of broadband and communications technology is an important part of achieving the goals and objectives.

II. DEFINITIONS

Communications

1. Digital 395: A 583-mile long Middle Mile fiber optic project between Carson City, NV and Barstow, CA. This project was jointly funded by the U.S. Department of Commerce under the American Recovery and Reinvestment Act of 2009 (ARRA), and a ratepayer fund dedicated to broadband development known as the California Advanced Services Fund which is administered by the California Public Utilities Commission.

2. California Broadband Cooperative: A not-for-profit telephone cooperative that will serve as the long-term owner and operator of the Digital 395 network.

3. Praxis Associates, Inc.: A recognized California-based fiber optic development firm responsible for securing the funding and serving as the lead on the design, management, and construction of the Digital 395 project.

4. Middle Mile: In utilities and telecommunication networks, this is the core portion of the infrastructure that provides the high-capacity, long-haul routes from points of origin for service to local service providers and smaller distribution networks.

5. Last Mile: In utilities and telecommunication networks, this is the local network that delivers service to consumers, as developed and carried out by Internet Service Providers (ISPs).

6. Anchor: As it relates to Digital 395, these are government, education and medical facilities, and service provider points of interconnect where services are provided by Digital 395.

7. Node: As it relates to Digital 395, these are locations along the fiber route where hardware is located that amplifies signal in the fiber, routes traffic on the network, and provides points of interconnect.

8. Fiber Access Point (FAP): Typically located in underground vaults, these are points of access to fibers broken out from the Digital 395 backbone for the purpose of providing a point of interconnect for future middle or last mile services.

9. Network Interface Device (NID): A piece of technology installed at anchors where the Digital 395 network is terminated and can be interfaced with a local network.

10. Mobile Wireless: A general term used to describe broadband service that is offered typically by cellular carriers via 3G, 4G, LTE or similar types of networks to smartphones, tablets, and other mobile technology.

11. Fixed Wireless: A term used to describe broadband service that is offered by an Internet Service Provider via wireless infrastructure that is installed on premise and aimed at a repeater site.

12. Wireline: A general term that is used to describe a connection to the Internet which is provided via hardwire, as in the case of DSL, Cable, or Fiber based technologies.

II. POLICIES

Communications

Broadband Distribution and Quality of Service

Goal 1. Facilitate the distribution of the best broadband service possible, to as many users within community areas and key transportation corridors as possible, in a timely and cost effective manner that minimizes impacts to visual and natural resources.

Objective 1.A. Work with providers to deliver the best service possible to Mono County residents, businesses, and visitors.

Policy 1.A.1. Providers shall develop new infrastructure projects using the best available technology that meets or exceeds current industry standards and is consistent with Goal 2.

Action 1.A.1.a. Providers shall meet or exceed standards set by the California Advanced Services Fund (CASF) for 'Served' communities.[1]

Action 1.A.1.b. Encourage new infrastructure projects to use high-capacity wireline solutions (such as Fiber-to-the-Premise). Providers should demonstrate a justification for alternative technologies requirements when wireline is impractical.

Policy 1.A.2. Providers shall develop and deliver services that improve accessibility to high quality broadband while protecting consumers and ensuring fair and equal access to those utilizing services within the County.

Action 1.A.2.a. Ensure Internet Service Providers (ISPs) possess a current Business License, and be current on all applicable Franchise Licenses, taxes, and fee payments.

Action 1.A.2.b. ISPs shall furnish and uphold Customer Service Standards that provide privacy protection, clear service and billing procedures, reliability, or a similar service level agreement, and means by which to contest service not meeting said standards.

Action 1.A.2.c. The County should work with providers to establish and maintain consumer awareness information and materials. Periodically review and publish information on local providers based on service standards, including but not limited to coverage area, speeds, etc.

Objective 1.B. Deploy broadband to as many community areas and key transportation corridors as possible, and pursue additional providers to increase competition, and improve quality of service.

[1] California Advanced Services Fund is a division of the California Public Utilities Commission (CPUC) and is responsible for increasing broadband adoption in hard to reach areas of California. More information at http://www.cpuc.ca.gov/PUC/Telco/Information+for+providing+service/CASF/index.htm.

Policy 1.B.1. Work with providers and other entities to develop projects that deliver broadband service to all communities.

Action 1.B.1.a. Establish and maintain a list of high priority communities that can be referred to when providers are looking to build new projects.

Action 1.B.1.b. Actively seek out providers and other reasonable alternatives to establish broadband service in unserved communities throughout the County.

Action 1.B.1.c. Coordinate and work with Eastern Sierra Connect Regional Broadband Consortium (ESCRBC) and other entities to locate funding opportunities for providers interested in building projects in 'unserved' and 'underserved' communities.

Action 1.B.1.d. Pursue additional providers or other reasonable alternatives to improve the quality of service, competition, and reliability in communities throughout the County.

Action 1.B.1.e. Look for opportunities to establish access to broadband in other rural or outlying areas for the purpose of enhancing Health & Safety or Economic Development purposes where traditional approaches or solutions are impractical.

Policy 1.B.2. Establish free WiFi in public spaces including County buildings, parks, community centers, and in commercial corridors in community areas.

Action 1.B.2.a. Provide free WiFi for public use in County offices and facilities.

Action 1.B.2.b. Work with service providers to establish free WiFi in commercial corridors and other public areas to support and promote local businesses.

Action 1.B.2.c. Limit speeds on public WiFi networks so as not to compete with residential or business connections offered by local service providers.

Design and Placement of Communications Infrastructure

Goal 2. Ensure deployment and implementation minimizes impacts to visual and natural resources. Provide development standards for communication infrastructure located throughout the County.

Objective 2.A. Minimize the impact on the environment and scenic resources of communications projects and infrastructure.

Policy 2.A.1. Providers shall utilize distribution practices that cause the least amount of long-term/significant environmental and visual impacts, including the use of design and screening tactics (also see Mono County Design Guidelines).

Action 2.A.1.a. Projects shall comply with requirements in Chapter 11, Section 11.010, of the Land Use Element.

Action 2.A.1.b. To support utilization of existing infrastructure and co-location, the County should maintain a database of existing communications infrastructure that can be referenced when evaluating projects and prior to permitting, and that is available to providers.

Action 2.A.1.c. Encourage placement of towers outside of community areas.

Policy 2.A.2. Underground existing overhead infrastructure when possible.

Action 2.A.2.a. Seek and utilize Rule 20, grant funds, public-private partnerships, or other creative funding opportunities, such as loans or mortgages, to underground infrastructure.

Action 2.A.2.b. Utilize a community-based public planning process to help identify and prioritize future undergrounding projects; review area plans for existing community direction.

Action 2.A.2.c. Establish an inventory and set of priorities for each community for future undergrounding projects based on areas of high preference or priority, as driven by public safety, reliability, community benefit (commercial cores, downtowns, etc.), or visual blight issues.

Action 2.A.2.d. Maintain an inventory of all underground districts and past funded projects in the County.

Policy 2.A.3. Utilize existing permit review procedures, such as the Land Development Technical Advisory Committee, to ensure project compliance and engage interested County departments, including Information Technology (IT), and other stakeholders.

Objective 2.B. Develop and manage underground infrastructure as 'basic infrastructure' that adheres to standards, is available for public use, and is managed as an asset in line with other public property.

Policy 2.B.1. Underground infrastructure shall be installed in accordance with standards specified in Chapter 11, 11.010, regarding placement, material, and method, and should adhere to other best practices.

Action 2.B.1.a. Conduit in public streets should be placed a minimum depth of three feet.

Action 2.B.1.b. Conduit installed for the purposes of Middle-Mile or long-haul routes, or that is installed in major streets or arterials should be the equivalent minimum of 4" in diameter.

Action 2.B.1.c. Conduit installed for the purposes of Last-Mile or distribution routes should be a minimum of 1½" in diameter.

Action 2.B.1.d. Conduit should be installed at the intersection of streets that is the equivalent of at least 4" in diameter and made accessible via vaults or similar appropriate means.

Action 2.B.1.e. Encourage the use of microduct or similar technology in conduit installations so as to segregate providers.

Action 2.B.1.f. A reasonable amount of space shall be retained by the owner of the underground infrastructure for the purpose of their potential future use.

Action 3.B.1.g. Allow developers who install conduit to recover their costs through renting or leasing space in conduit at a fair and competitive price until the point that the cost of installation is paid off.

Strategic Planning For Communications Infrastructure

Goal 3. Plan for the improvement and expansion of the communications infrastructure network by seeking cost-effective and efficient solutions.

Objective 3.A. Utilize County property and rights-of-way, or other public spaces and resources, for communication sites or infrastructure.

Policy 3.A.1. The County shall provide sites or space for communication facilities, including cabinet structures, pedestals, antennas, etc. where appropriate and feasible.

Action 3.A.1.a. Develop and maintain an inventory of viable sites, permissible uses, associated costs, power and backhaul access, and other relevant information on County property and rights-of-way.

Action 3.A.1.b. Consolidate and co-locate facilities on County property or rights-of-way without interfering with County infrastructure, and design new facilities and projects taking into consideration future communication infrastructure.

Action 3.A.1.c. Review locations of Digital 395 Fiber Access Points (FAPs) within County Rights of Way and determine how providers may utilize or access FAP and install necessary infrastructure in Right of Way.

Policy 3.A.2. Projects conducted on County property, including rights-of-way, shall follow a 'Dig Once' objective.

Action 3.A.2.a Install conduit in public streets during construction/re-construction for future communications infrastructure use.

Action 3.A.2.b. Accommodate construction of conduit laterals leading to private property for potential future use.

Policy 3.A.3. Interested parties shall be notified of any opportunity for installing additional conduit or infrastructure in open trenches in County right-of-way.

Action 3.A.3.a. Look for opportunities to place new conduit through joint utility trenches.

Action 3.A.3.b. Require formal notification of utilities and interested parties of a joint trench opportunity prior to issuance of permit for construction work.

Action 3.A.3.c. Require installation of secondary or tertiary conduit whenever new conduit is being installed in public Rights of Way to accommodate future use/growth.

Policy 3.A.4. Underground infrastructure in County rights-of-way shall be accessible and remain available for use by qualified providers.

Action 3.A.4.a. Accept offers of dedication for underground infrastructure from private developers and maintain conduit in the public's interest.

Action 3.A.4.b. Work with special districts, quasi-public entities, or third-party companies and vendors for long-term ownership or management of underground conduit, so long as the infrastructure remains available to the public at a fair price and in an open and competitive manner.

Policy 3.A.5. Leverage existing broadband infrastructure, including Digital 395, before constructing new infrastructure.

Action 3.A.5.a. Lease existing bandwidth, dark fiber, or conduit space from California Broadband Cooperative when network routes parallel Digital 395 infrastructure.

Policy 3.A.6. Collaborate with public land managers and other agencies to provide infrastructure locations consistent with Mono County's policies and regulations.

Action 3.A.6.a. Encourage use of public land for site location and pursue opportunities with federal agencies, special districts, or local agencies.

Action 3.A.6.b. Work with land management agencies to ensure knowledge and understanding of future development plans, County General Plan policies and guidelines, and find opportunities to synchronize policies and objectives between entities.

Objective 3.B. Design communication infrastructure for future use into County projects.

Policy 3.B.1. Communication projects shall be added to the County Comprehensive Capital Facilities Plan for consideration through the established process for prioritization and funding.

Policy 3.B.2. The County shall consider communications conduit as a standard aspect of a street and shall take advantage of opportunities to install infrastructure when appropriate.

Action 3.B.2.a. Conduit shall be incorporated in the design and cost estimate phases of new street, sidewalk, or other related transportation projects.

Action 3.B.2.b. Establish dedicated revenue account(s) to be funded through leases or rents of County property for communications infrastructure, and to be made available for future conduit development and maintenance projects.

Action 3.B.2.c. When funding is not available for conduit, look for alternative sources including grants, special districts, public-private partnerships, private funding, or improvement district(s) in advance of actual construction effort.

Objective 3.C. Evaluate opportunities and establish a plan for future communications infrastructure needs and development opportunities.

Policy 3.C.1. Utilize existing committees, such as the Collaborative Planning Team, to coordinate and review communication development projects in neighboring jurisdictions or with a regional perspective.

Action 3.C.1.a. Work to develop a common set of standards and protocols for permitting, design, etc. that ensure consistency for providers and ensure the best delivery of service to our constituents.

Action 3.C.1.b. Evaluate Capital Improvement Plans (CIPs) for potential integration of broadband/communication projects.

Policy 3.C.i2. Work with the private sector to identify future projects.

Action 3.C.2.a. Work with cellular providers and third party tower developers to gain an understanding of future development intentions.

Objective 3.D. Develop and maintain a comprehensive inventory of communications, and related infrastructure for planning purposes.

Policy 3.D.1. The County shall establish and maintain a GIS database containing information and data on existing infrastructure. (Basic infrastructure information is also located in the Master Environmental Assessment [MEA]).

Action 3.D.1.a. Develop and maintain an inventory of communication infrastructure, capacity, and relevant characteristics for underground conduit, cell tower sites, and other facilities, with a focus on County properties and rights-of-way.

Action 3.D.1.b. Develop and maintain a list of priority "unserved" and "underserved" areas throughout Mono County in need of broadband and engage Last-Mile Providers with the intent of developing projects in those areas.

Action 3.D.1.c. Develop and maintain an inventory of cell phone coverage gaps, shadow areas, and potential locations (when/if identified).

Action 3.D.1.d. Catalog potential projects and future development plans in a GIS database for internal reference purposes and planning efforts.

Action 3.D.1.e. Acquire maps, data, and other relevant information from special districts and service districts throughout the County who provide service to local residents.

Action 3.D.1.f. Inventory and develop a publicly accessible dataset that contains the best known locations for infrastructure that may be used by future providers, as well as public sites anticipated to be problematic.

Objective 3.E. Improve and expand the communications network to meet critical public needs, improve government services, and support vibrant communities and local economies.

Policy 3.E.1. Leverage Digital 395 and other broadband and communications resources to improve public safety.

Action 3.E.1.a. Implement an Emergency Services Network using Digital 395 that connects the satellite facilities of emergency services personnel within Mono County, as well as surrounding jurisdictions with the intent of improving the exchange of information between all parties.

Action 3.E.1.b. Utilize the Emergency Services Network to improve Enhanced 911 services by coordinating information shared between dispatch and responders.

Policy 3.E.2. Improve cellular coverage area and establish redundant communications in communities.

Action 3.E.2.a. Direct future providers to key transportation corridors and community areas without cellular service due to coverage gaps or shadow areas. (See Action 3.D.1.c.)

Policy 3.E.3. Utilize Digital 395 and technology as a whole to improve government accountability and accessibility, improve efficiency, and reduce environmental and fiscal impacts.

Action 3.E.3.a. Develop and/or promote use of video conferencing, virtual meetings, a ride-share program, and other methods to reduce trips between County offices and to non-County locations.

Action 3.E.3.b. Budget for, install, and make available video conferencing equipment at County locations, such as community centers, libraries, and satellite offices.

Action 3.E.3.c. Utilize mobile data terminals or other similar computing devices to provide service to customers in the field.

Action 3.E.3.d. Explore and utilize paperless approaches for meetings, public information, and publication of reports, etc.

Action 3.E.3.e. Develop policies and guidelines for County staff to work remotely or telecommute when appropriate.

Action 3.E.3.f. Utilize the Internet, including websites, emails, and other similar communication vehicles to disseminate information to constituents and the general public.

Action 3.E.3.g. Provide access to public meetings via the Internet, "Public, Education, and Government (PEG) Access Channels", or other similar communication vehicles.

Policy 3.E.4. Develop a broadband economic development strategy for Mono County.

Action 3.E.4.a. Develop information and products including marketing collateral, white papers, case studies, and other relevant materials that can assist with the promotion of technology-focused business in Mono County.

Action 3.E.4.b. Develop a strategic outreach and marketing plan utilizing the developed materials and targeting technology focused businesses.

Action 3.E.4.c. Promote telecommuting as a viable method allowing visitors to stay in the region longer and work remotely, and attract new permanent residents to relocate to the area and work from Mono County.

Action 3.E.4.d. Promote workforce development and educational opportunities to train local residents and stakeholders about benefits and uses of technology, focused on the expansion of existing business and development of new business ventures.

Action 3.E.4.e. Utilize the broadband network to attract new businesses and promote business development.

Policy 3.E.5. Perform a business opportunity analysis study.

Action 3.E.5.a. Evaluate locations in the County that would be viable for various types and sizes of new technology businesses.

Action 3.E.5.b. Evaluate issues, opportunities, and constraints pertaining to business development in various locations of the County.

Action 3.E.5.c. Consider changes to policies that may hinder or otherwise complicate development of technology or green business development, including waiving of permit or licensing fees.

Action 3.E.5.d. Evaluate broadband adoption and digital literacy programs and initiatives to support business retention and expansion.

Objective 3.F. Build support and funding for improving and expanding the communication infrastructure system through collaboration.

Policy 3.F.1. Support programs and initiatives that improve broadband adoption and digital literacy.

Action 3.F.1.a. Work with regional broadband consortia, state and national initiatives, and local service providers to offer broadband to low-income, at-risk, and under-/un-served populations.

Policy 3.F.2. Leverage and support the California Broadband Cooperative, Eastern Sierra Connect Regional Broadband Consortium, and other similar not-for-profit broadband organizations to help achieve County goals and objectives.

Action 3.F.2.a. Maintain a County seat on the Eastern Sierra Connect Regional Broadband Consortium and maintain the County's interest in regional broadband development and adoption programs.

Action 3.F.2.b. Appoint a non-elected representative to the Board of Directors for the California Broadband Cooperative.

Policy 3.F.3. Seek grants and other funding opportunities for communication infrastructure projects consistent with these General Plan Policies.

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STAFF REPORT

February 9, 2015

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner

RE: Draft Regional Transportation Plan

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

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

According to the Caltrans Regional Transportation Guidelines, the RTP is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.
The Draft RTP has been updated in your packet and is intended to:

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

ATTACHMENT

- Draft February 2015 RTP

MONO COUNTY
REGIONAL TRANSPORTATION PLAN

WORKING DRAFT – ~~July~~ February 2015 ~~2014~~

Mono County Local Transportation Commission
Mono County Community Development Department
Town of Mammoth Lakes Community Development Department

Mono County Local Transportation Commission

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EXECUTIVE SUMMARY

TRANSPORTATION DIRECTIVES

Transportation directives in the Mono County Regional Transportation Plan (RTP) include the following:

- Correlate development of the transportation and circulation system with land use development;
- Plan and implement a transportation and circulation system that is responsive to the County's economic needs and fiscal constraints and that maintains the economic integrity of the County's communities.
- Plan and implement a transportation and circulation system that provides access to the County's community, economic, and recreational resources while protecting and enhancing its environmental resources.
- Develop and enhance the transportation and circulation system in a manner that protects the County's natural and scenic resources and that maximizes opportunities for viewing those resources.
- Plan and implement a resource efficient transportation and circulation system that supports sustainable development within the County.
- Provide for the development of a transportation and circulation system that preserves air quality in the County.
- Plan and implement a transportation and circulation system that provides for livable communities, active transportation, and complete streets, while maintaining efficient traffic flow, emergency access and alternative transportation modes to the automobile.
- Provide for an improved countywide highway and roadway system to serve the long range projected travel demand at acceptable levels of service and to improve safety.
- Maintain the existing system of streets, roads and highways in good condition.
- Provide for the use of non-motorized means of transportation within Mono County.
- Provide for the parking needs of residents and visitors, particularly in community areas.
- Provide for the safe, efficient, and economical operation of the existing airports in the County.
- Policies and programs in the Mono County RTP shall be consistent with State and Federal goals, policies, and programs pertaining to transportation systems and facilities (see Table 14, California Transportation Plan Goals & Strategies, in Chapter 3: Policy Element-Regional).
- Provide for a community based public participation process that facilitates communication among citizens and agencies within the region and ensures cooperation in the development, adoption, and implementation of regional transportation plans and programs. The desired goal is consensus regarding a system wide approach that maximizes utilization of existing facilities and available financial resources, fosters cooperation, and minimize duplication of effort.

SUMMARY OF NEEDS AND ISSUES

Existing and future transportation needs and issues include the following:

- Improving and maintaining state and federal highways since they are the major roadways in the county.
- Maintaining and improving county roadways and obtaining additional funding to do so.
- Ensuring that future development pays for itsthe impacts it places on the local transportation and circulation system.
- The California Transportation Commission (CTC) has suggested that improving the coordination between regional project planning and environmental streamlining would be the most effective way planning resources could be brought to bear for better project delivery. In response, there is the need to work with appropriate agencies such as Caltrans, the Forest Service, the BLM, the DFW, the LTC, the County, and the Town of Mammoth Lakes to define environmental objectives, to design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, and to incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems.

- Enhancing the scenic qualities of highway projects and related highway maintenance facilities, including efforts to expand scenic highway and byway designations in Mono County
- Increasing transit services at local, regional, and inter-regional levels in order to improve air quality, reduce congestion, and provide alternative methods of moving people and goods to and through the county.
- Improving and expanding non-motorized facilities both within and between community areas. There is the potential to link existing trail systems, which are predominantly on public lands, to newly developed trail systems on private and county lands in community areas, and provide wayfinding elements.
- Providing adequate community parking facilities in community areas for all types of vehicles.
- Encouraging additional carpooling and studying the potential to provide additional park and ride facilities.
- Expanding air services and transit ~~connections~~ options at the Mammoth Yosemite Airport in order to help alleviate surface transportation problems in the Town of Mammoth Lakes. Continued improvement of the airport facilities is necessary in order to expand services.
- Correlating development of the transportation and circulation system with future land use development.
- Ensuring that local transportation planning and programs are consistent with State and Federal goals, policies, and programs pertaining to transportation systems and facilities.
- Participating in regional transportation planning and projects, such as the Yosemite Area Regional Transportation System (YARTS) and joint planning efforts with Kern, Inyo, and San Bernardino Counties, in order to develop an efficient regional system.
- Continuing to increase public participation in the transportation planning process and ensuring that all shareholders in the local transportation system are represented in the planning process.
- Residents of community areas throughout the unincorporated area of the county are concerned about providing safety improvements to the highway and roadway system and establishing and maintaining local trail systems for use by bicyclists, pedestrians, equestrians, and other non-motorized users.
- The main issue in the Town of Mammoth Lakes is improving air quality, reducing congestion, and maintaining the resort character of the Town by providing additional pedestrian and bicycle facilities and by ~~developing~~ expanding ~~a~~ year-round townwide transit ~~system~~service. ~~There is also a need to coordinate main street developments and enhancements with Caltrans, since Main Street in Mammoth Lakes is a state highway, as is true for almost all Mono County community main streets.~~
- For those main streets that also function as California State Highways, improve coordination with Caltrans to balance local needs for a vibrant community street with the public's need for roadways that provide local, regional and statewide connections. Just as mobility is essential to California's economic and civic vitality, the planning, design and operation of main streets is tied to the prosperity and quality of life for local communities.

SUMMARY OF TRANSPORTATION SYSTEM

The transportation system in Mono County includes private cars, commercial trucking, and a transit system that operates within and between local communities, as well as regionally. Private automobiles are the primary mode of moving people; trucks are the primary mode of moving goods. Throughout the county, the transportation system is a key support system that sustains the social, economic and recreational activities in the county. The terrain, the weather and the lack of a sufficient population base to support them have limited other modes of transportation. These factors continue to restrict the development of alternatives to the existing transportation systems in the county.

U.S. Highway 395 is the principal route to and through Mono County. It is the primary route suitable for emergency purposes and the principal route to the county's many recreational and tourist attractions. Highway 6 and several state highways provide regional links to U.S. 395 from adjacent areas of Nevada. U.S. 395 also connects the county to central California across several routes subject to seasonal pass closures in the Sierra Nevada, including Hwys. 203, 120, 89 and 108-. The highway system will continue to be the main access for both residents and visitors to and through the county.

The County currently has 684.15 miles of county maintained roads. Although most of the county roadway system is established, there remains a need for new facilities in some community areas, in order to provide for emergency access and provide for continued growth. Maintenance of existing roadways remains the highest priority for the county roadway system. The Town of Mammoth Lakes' roadway system is also mostly complete.

Transit services in the county currently include inter-regional and countywide services provided by the Eastern Sierra Transit Authority (ESTA). Local services in the Town of Mammoth Lakes are provided by ESTA, ~~Mammoth Area Transit~~ and private shuttle services. Countywide services are expected to increase in response to demand and the availability of funding; local services in the Town are expected to increase as the Town implements its Transit Plan.

Three public airports are located in Mono County: Mammoth Yosemite Airport, Lee Vining Airport, and Bridgeport Airport (Bryant Field). The Town of Mammoth Lakes owns and operates the Mammoth Yosemite Airport; the County owns and operates the Lee Vining and Bridgeport airports. The Master Plans for all three airports have recently been updated. Planned improvements at the Lee Vining Airport and Bryant Field will increase safety at those airports. Planned improvements at the Mammoth Yosemite Airport will increase safety and expand the facilities to support additional commercial aircraft service.

Facilities specifically for non-motorized activities, such as bicycling, are limited. Many non-motorized activities occur on numerous trails and roads on public lands or on existing roadways where the shoulder may or may not be wide enough to accommodate the use. Policies in the RTP promote the development of additional non-motorized facilities for pedestrians, bicyclists, and cross-country skiers, primarily in community areas, in order to reduce dependence on the automobile, reduce air emissions, and increase the livability/walkability of local communities. RTP policies also promote the development of regional bike trails, such as the currently conceptual Eastern Sierra Regional Trail.

SUMMARY OF SYSTEM OPTIONS AND ALTERNATIVES

The existing transportation system in Mono County includes the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally recreational facilities for bicyclists and pedestrians). Alternatives to the existing transportation system in the county are limited by the county's isolation, topography, extreme weather conditions, small population, large distances between communities, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside of existing developed areas.

Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of new alternative routes for highways and roadways during the 20-year timeframe of this RTP is unlikely due to lack of demand for additional roads, fiscal challenges, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas. LTC policies now focus on asset management, on maintaining and enhancing existing facilities, instead of developing new ones.

The existing transportation system in the county (highway/roadway system, transit services, aviation facilities, non-motorized facilities) has been designed to accommodate increasing demand for those facilities and services over the 20-year timeframe of this RTP. Demand for additional alternative methods of transportation, other than expanding and improving those currently existing in the county, is not anticipated to occur over the 20-year timeframe of this RTP, given the constraints noted above.

COMPLIANCE WITH AIR QUALITY PLAN

Attainment Status

Mono County and the Town of Mammoth Lakes meet all state and national air quality standards except for particulate matter (PM_{10}) and ozone. PM_{10} emissions are measured at in town at Mammoth Gateway and at three points in the Mono Basin; ozone emissions are measured at Mammoth Gateway.

Particulate Matter (PM_{10})

As of 2012, the county was designated as a non-attainment area for the state particulate matter (PM_{10}) standard. Mono Basin and Mammoth Lakes are also designated as non-attainment areas for the national particulate matter (PM_{10}) standard. Particulate matter (PM_{10}) in the Mono Basin results primarily from dust from the exposed lakebed of Mono Lake; levels are higher on the north shore of Mono Lake than in Lee Vining due to the prevailing wind conditions. PM_{10} in Mammoth Lakes is a result primarily of auto emissions during high use periods and wood burning and resuspended road cinders during the winter.

PM_{10} concentrations in the Mono Basin have remained relatively stable between 2000 and 2012 with much lower concentrations in Lee Vining and higher concentrations on the north shore (see www.arb.ca.gov, PM_{10} Trends Summary). PM_{10} concentrations in Mammoth Lakes have declined significantly since the early to mid-1990s (see www.arb.ca.gov, PM_{10} Trends Summary). Based on available data, Mammoth Lakes has not exceeded the national standard for PM_{10} since 1993 and has sharply reduced the number of days it exceeds the state standard (from 62.4 days in 1993 to 15 days in 2011 to 0 days in 2012). Update to include 2013 & 2014 data.

Ozone

As of 2012, Mono County was designated as non-attainment area for the state ozone standard. Ozone data collected by the State Air Resources Board in Mammoth Lakes indicate that ozone concentrations have decreased in Mammoth in recent years; the area has exceeded the 1-hour State Standard only a few times during the most recent period for which data are available, but it has exceeded the 8-hour State and Federal Standard more often [see www.arb.ca.gov ,Ozone Data Summary (1988-2004)]. In the past, the State Air Resources Board concluded that ozone exceedence in the Great Basin Air Basin (Alpine, Inyo and Mono Counties) was caused by transport from the San Joaquin Valley Air Basin; the Great Basin Unified Air Pollution Control District adopted an Ozone Attainment Plan for Mono County that identified the County as an ozone transport area.

Compliance with State Implementation Plan (SIP)

Regional transportation plans must conform to the requirements of the State Implementation Plan (SIP) for air quality control. The requirements for conformity apply "…in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section 1203 (b)(1)]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes (PM_{10} emissions resulting primarily from resuspended road cinders and auto emissions). As a result, the Air Quality Management Plan for the Great Basin Unified Air Pollution Control District (GBUAPCD) and the State Implementation Plan (SIP) for Mono County do not include any transportation related requirements other than for the Town of Mammoth Lakes. The following section addresses plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Those plans and policies (including the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations, the Mammoth Lakes Revised Transportation and Circulation Element, and the Mammoth Lakes Transit Plan) are incorporated by reference in this RTP (see Chapter 1, Documents Incorporated by Reference).

Transportation Related Air Quality Mitigation

In compliance with GBUAPCD requirements, and in consultation with the GBUAPCD and other agencies, the Town adopted an Air Quality Management Plan prepared by the GBUAPCD (verify if Town or APCD prepared plan), including Particulate Emissions Regulations (Chapter 8.30 of the Municipal Code). These regulations set a peak level of VMTs (vehicle miles traveled) at 106,600 per day and direct that the Town review development projects in order to reduce potential VMTs. Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The Plan also requires the Public Works Director to undertake a street sweeping program to reduce particulate emissions caused by road dust and cinders on Town roadways.

Prior to 1990, the Town recorded 10 violations of the federal 24-hour $_{PM10}$ standard. Following implementation of the plan in 1990, there was an immediate decline in PM_{10} emission; since 1994, despite continued growth, there have been no further violations of the national standard. As a result, in 2013, an Air Quality Maintenance Plan and PM_{10} Redesignation Request was developed to update the 1990 Air Quality Management Plan for the Town of

Mammoth Lakes. The 2013 Plan reviews the background of the 1990 plan, the measures implemented as a result of that plan and their effectiveness, and changes to clean air regulations since the adoption of the 1990 plan. The 2013 Plan then recommends maintenance measures and requests that the Town of Mammoth Lakes be redesignated as in attainment for the federal PM10 standard.

The 2013 Plan recommends amending Section 8.30.100B of the Town Municipal Code which sets a limit for VMT within the Town (verify with Town staff). The current limit is 106,600 VMT on any given day. The proposed VMT at General Plan buildout is 179,708; air quality modeling shows that this level of traffic will not cause violations of the federal air quality standards.

The success of the existing control measures demonstrates that PM_{10} levels have been reduced and will be reduced to a sufficient degree that contingency measures are not required. Nonetheless, additional measures have been incorporated into the AQMP to assist in further reductions of PM_{10} levels with the goal of improved compliance with the California Ambient Air Quality Standard for PM_{10}. These measures include amending the Town of Mammoth Lakes Particulate Emissions Regulations to match GBUAPCD Rule 431, requiring all wood burning fireplaces and stoves, whether certified or not, to comply with no-burn days

Although the federal standard for PM_{10} is currently being met, the more stringent California Ambient Air Quality Standard for PM_{10} (50 µg/m3) is still violated in Mammoth Lakes. The number of monitored state standard violations was as high as 56 in 1993, but has declined significantly since the adoption of the AQMP. Over the last four years of daily monitoring in the Mammoth Lakes (2009-12) the number of state PM_{10} standard violations has ranged from four to 31 per year~~.~~ (GBUAPCD, 2013).

The Town's Transit Plan and the ~~Mobility Element~~Draft Mobility Element of the Town's General Plan contain policies that are intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and ~~Mobility Element~~Draft Mobility Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

SUMMARY OF FUNDING PROGRAMS

Funding for operations and maintenance of the transportation system in Mono County is expected to come from traditional revenue sources, i.e.:

- Highway & Roads: Local Transportation Fund (LTF), State Highway Account, State Highways Operations and Protection Program (SHOPP), State Gas Tax, Regional Surface Transportation Program (RSTP), General Fund.
- Transit: Transportation Development Act (TDA) including Local Transportation Fund (LTF), State Transit Assistance (STA), Federal Transit Assistance (FTA).
- Aviation: California Aid to Airports Program (CAAP), General Fund.
- Non-Motorized Facilities: General Fund.

Funding for transportation improvements is also expected to come from traditional revenue sources:

- Highways & Roads: STIP funds.
- Transit: STIP funds, Federal Transit Assistance (FTA) grants, State Transit Assistance, ~~and~~ PTMISEA and Transit Security.
- Aviation: California Aid to Airports Program (CAAP), Federal Aviation Administration (FAA) grants and local match, public/private partnerships.
- Non-Motorized Facilities: STIP funds, Active Transportation Plan (ATP), LTF.

- Environmental Enhancement projects: Environmental Enhancement & Mitigation Program (EEM).
-
- Development Impact Fees may be utilized for transportation improvement related to new developments.

SUMMARY OF PUBLIC PARTICIPATION IN RTP UPDATE

Public participation during the transportation planning process was provided through a number of committee meetings, public workshops, and outreach programs:

- On an ongoing basis, the County's Regional Planning Advisory Committees serve as citizenscitizens' advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs.
- Community meetings and workshops to address specific transportation issues have addressed Pedestrian Safety on Highway 395 in Lee Vining; Walkable Communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; 395 passing lanes in the Antelope Valley; Main Street planning in Bridgeport; regional corridor planning for 395; and other transportation issues.
- The County's Collaborative Planning Team is a multi-agency planning team that coordinates planning efforts in Mono County for a variety of needs (e.g. jobs, transit, trails, recreation, wildlife mitigation and enhancement, etc.). It includes representatives from the following organizations: Mono County, Town of Mammoth Lakes, Benton-Paiute Reservation, Bridgeport Indian Colony, Bureau of Land Management, Caltrans, California Department of Fish and Wildlife, US Fish and Wildlife, National Park Service, Lahontan Regional Water Quality Control Boards, Inyo National Forest, Toiyabe National Forest.
- The Town of Mammoth Lakes used a Transit Technical Advisory Committee to assist in developing the Town's Transit System Design and Development Plan.
- Input from Native American communities in the County was provided through use of the transportation plans for the Bridgeport Colony and the Benton-Paiute Reservation and through outreach programs to the County's Native American communities. TRepresentative of the Bridgeport Colony often regularly participates in the Bridgeport Regional Planning Advisory Committee (RPAC). Members of the unrecognized Mono Basin Tribe have participated in Mono Basin RPAC, while staff of the Benton Tribe have participated on the Benton-Hammil RPAC.
- Input from persons with disabilities was provided through the Unmet Needs hearing process and through consultation with social service providers serving the disabled population in the county. In addition, the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan provides information on transportation related social service needs in the county.

SUMMARY OF RECOMMENDED ACTIONS

The 2014 Mono County RTP Action Element includes the following recommendations:

- Direct County Road Department funds to the operation and maintenance of existing roadways. Roadway construction or rehabilitation projects are limited to those eligible and included in the STIP. Both the RTIP and the STIP now include a preventative maintenance program.
- In the short-range, direct Town Road funds to the operation and maintenance of existing roadways. Roadway construction or rehabilitation projects are limited to those eligible and included in the STIP.
- The current adopted STIP for Mono County serves as the short-range highway improvement program. In the past, STIP projects have been confined to highway projects. Since the passage of SB 45, STIP funds are now available for a variety of transportation improvement projects. As a result, although the STIP contains primarily highway projects, it also contains projects on county and town roads, as well as pedestrian and bikeway improvements, and transit projects. These are specific action items to be completed in the immediate future. General action plans, both short-term and long-term, for county and town roads, aviation, pedestrian facilities, and bikeway facilities are outlined in this RTP.
- Caltrans' Interregional Improvement Program (IIP) is generally short-range and serves as the long-range highway improvement program for this RTP.

- The Lee Vining and Bridgeport (Bryant Field) airports are operated by the County. The County is in the process of seeking funding to update the comprehensive plans for these airports. An increase in transient activity is expected at the Lee Vining Airport~~, however,~~ due to a new emphasis on its proximity to Yosemite National Park.
- Short-range action plans for the Lee Vining Airport and Bryant Field in Bridgeport are provided by the Capital Improvement Plan for each airport and include a number of safety improvements.
- The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Extensive improvements are planned for the Mammoth Yosemite Airport to enable the airport to support~~-757~~ commercial aircraft service. The short-range action plans for the Mammoth Yosemite Airport is provided by the Mammoth Yosemite Airport Capital Improvement Plan.
- The action plans for transit focus on implementing policies in the Mono County Transit Plan and the Town of Mammoth Lakes Transit Plan, both incorporated by reference in this RTP. Specific purposes of the Mono County Transit Plan are to analyze existing transit services and to provide a concise summary of those services, to evaluate the needs of county residents and visitors for transit services, to estimate future demand for transit services, to evaluate funding opportunities to sustain the long-term viability of the transit system, and to delineate policies for the future development and operation of transit systems in the county. Since adoption of the Transit Plan, the Mono County Transit Service has expanded its routes in response to needs identified in the Plan and at annual unmet needs hearings.
- The Town's Transit Plan and the Revised Transportation and Circulation Element of the Town's General Plan contain policies that intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.
- Recommended actions that focus on interregional connections includes continuing participation in the Yosemite Area Regional Transportation System (YARTS), in the intercity transit planning process with Inyo and Kern counties and Caltrans District 9, and in the Eastern California Transportation Planning Partnership, which is a collaborative regional transportation planning process with Kern, Inyo, and San Bernardino counties.
- The County's action programs for bicyclists, pedestrians, equestrians, cross-country skiers and other non-motorized modes of transportation focus on implementing the Mono County Trails Plan that includes the General Bikeway Plan (incorporated by reference in this RTP) and on adopting a Bicycle Transportation Plan. RTP policies call for the provision of wider shoulders for bike and other uses as a component of rehabilitation projects on streets and highways.
- The Town of Mammoth Lakes' action programs for bicyclists, pedestrians, and other non-motorized users focus on implementing the Town's General Bikeway Plan and the Mammoth Lakes Trail System Plan.
- Ensure active and continuous involvement in the STIP process to maximize funding opportunities for rehabilitation and construction projects throughout the County.
- Implement maintenance activities on County non-paved roads to open public lands to ensure access to remote areas and to provide emergency access. Maintenance activities now focus on implementing environmentally sensitive operations in order to mitigate impacts to wildlife, such as sage grouse.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

This section will be updated following completion of the RTP EIR.

CHAPTER 1: PLANNING PROCESS

LEGAL AUTHORITY AND PURPOSE OF THE PLAN

Section 65080 et. seq. of the Government Code requires the preparation of Regional Transportation Plans (RTPs) and the update of those plans at least every four years. The California Transportation Commission (CTC) encourages all areas to follow the federally mandated comprehensive planning process in order to develop uniform plans statewide.

The purpose of a Regional Transportation Plan is to:

- Provide a clear vision of the regional transportation goals, policies, objectives and strategies--this vision must be realistic and within fiscal constraints;
- Provide an assessment of the current modes of transportation and the potential of new travel options within the region;
- Project/estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region's mobility and accessibility needs;
- Identify guidance and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
    - Identify needed transportation improvements, in sufficient detail, to serve as a foundation for the Development of the Federal Transportation Improvement Program (FTIP), and the Interregional Transportation Improvement Program (ITIP);
    - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process decisions;
    - Identification of project purposes and need;
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals of MAP 21;
- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies responding to statewide and interregional transportation issues and needs;
- Provide a forum for: 1) participation and cooperation, and 2) to facilitate partnerships that reconcile transportation issues which transcend regional boundaries; and
- Involve the public, federal, State and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

COORDINATION WITH APPLICABLE PLANS AND PROGRAMS

State planning law and MAP-21 (the Moving Ahead for Progress in the 21st Century Act) require extensive coordination with applicable local, state and federal plans and programs during the development of the RTP. Development of the 2014 Mono County RTP has been coordinated with the following plans and programs:

Local Plans and Programs

Alpine County Regional Transportation Plan
Benton-Paiute Reservation Transportation Plan
Bridgeport Indian Colony Transportation Plan
Comprehensive Land Use Management Plans (CLUPs) for Mammoth Yosemite Airport, Lee Vining Airport and Bryant Field Airport
Eastern Sierra Transit Authority Short Range Transit Plan
Inyo County Regional Transportation Plan

Main Street Revitalization Plan for U.S. 395 through Bridgeport
Mono County Bus Stop Master Plan~~–~~
Mono County Capital Improvement Program
Mono County General Plan and Area Plans
Mono County Transportation Plans for Bodie Hills, June Lake and Mono Basin
Mono County Ozone Attainment ~~Management~~ Plan
Mono County Pavement Management System Program
Mono County Resource Efficiency Plan
Town of Mammoth Lakes Fixed Route Transit Plan
Town of Mammoth Lakes General Bikeway Plan
Town of Mammoth Lakes General Plan
Town of Mammoth Lakes ~~Mobility Element~~Draft Mobility Element
Town of Mammoth Lakes Pedestrian Master Plan
Town of Mammoth Lakes Trail System Master Plan
Town of Mammoth Lakes Transit Plan
Town of Municipal Code. Chapter 8.30. Particulate Emissions Regulations.
Town of Municipal Wayfinding Master Plan
Town of Mammoth Lake Pavement Management System

Regional Plans and Programs

Eastern Sierra Corridor Enhancement Plan
Eastern Sierra Transit Authority programs
Great Basin Unified Air Pollution Control District--Regulation XII, Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects
Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update
~~Inyo-Mono LTC Liaison Committee~~
Mono County Collaborative Planning Team--Guiding Principles
Mono County Regional Blueprint Project
Mono Yosemite Trail Plan (Draft)
Regional Transportation Improvement Program (RTIP)
Yosemite Area Regional Transportation System (YARTS) Short-Range Transit Plan

State Plans and Programs

2010 Smart Mobility Plan
California Aviation System Plan (CASP)
California Transportation Plan 2025.
Caltrans District 9 system planning documents
Complete Streets Implementation Action Plan 2.0
~~Complete Streets and~~ Context Sensitive Solutions Directives and Guidelines, including Main Street Design~~Designs planning documents~~
Interregional Roads System Plan (IRRS)
Interregional Transportation Improvement Program (ITIP)
Interregional Transportation Strategic Plan (ITSP)
Smart Mobility Framework
State Highway Operation and Protection Program (SHOPP)
State Transportation Improvement Program (STIP)
Sierra Nevada Region ITS Strategic Deployment Plan
U.S. 395 Origination and Destination Study, Year 2011.

Federal Plans and Programs

Bureau of Land Management, Bishop Resource Area, Resource Management Plan

Bureau of Land Management North of Bishop Resource Area OHV Plan
Federal Transportation Improvement Program (FTIP)
Inyo National Forest Land and Resource Management Plan and update-related documents
Toiyabe National Forest Land and Resource Management Plan

PUBLIC PARTICIPATION

LTC Citizen Advisory Committees

Public participation during the transportation planning process is provided through committee meetings, public workshops, and outreach programs. The County's Regional Planning Advisory Committees (RPAC) serve as citizen advisory committees to the LTC to identify issues and opportunities related to transportation and circulation in their community areas and to develop policies based on the identified needs. The purpose of the citizen advisory committees is to ensure that Mono County develops a transportation plan responsive to the changing needs and desires of its citizens, as well as to the users of the system. There are planning advisory committees in Antelope Valley, ~~Swauger Creek/Devil's Gate,~~ Bridgeport Valley, Mono Basin, June Lake, Mammoth Vicinity/Upper Owens, Long Valley, Wheeler Crest, and Tri-Valley. Outreach was conducted during the summer and fall of 2013 to active RPACs throughout the County.

In addition to regularly scheduled citizen advisory committee meetings, the LTC holds public information meetings and workshops to address specific transportation issues, projects, and planning processes. These meetings have addressed Main Street planning efforts with the Local Government Commission, Dan Burden and Caltrans' participation in the Community Based Transportation Planning Grant (Summer 2012); workshops with the planning commission; pedestrian safety on Highway 395 in Lee Vining and the Highway 395 widening process in the Mono Basin; livable communities in Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, and Bridgeport; 4-laning of 395 in the Antelope Valley; as well as other transportation issues.

The LTC has also partnered with Caltrans District 9 ~~in Bishop~~ to develop new methods of outreach for local residents. Caltrans has drafted a Public Participation Plan and similar policies have been included in this RTP. Outreach efforts focus on providing local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process. These efforts have included websites established by both Caltrans and the LTC, in addition to the public information meetings discussed above.

Town of Mammoth Lakes Advisory Committees

The Town of Mammoth Lakes used a Transit Technical Advisory Committee to assist in developing the Town's Transit Plan. The committee included representatives from Town staff, the Local Transportation Commission, the U.S. Forest Service, Great Basin Unified Air Pollution Control District, Planning and Economic Development Commission (two transit workshops per year) ~~Mammoth Area Shuttle~~ and the Mammoth Lakes Lodging Association. The Town is also using an extensive public review process during the ongoing update of its General Plan, including the Circulation Element and associated Main Street planning.

Collaborative Planning Team

The Collaborative Planning Team is a multi-agency planning team that coordinates planning efforts in Mono County for a variety of needs (e.g. jobs, transit, recreation, wildlife mitigation and enhancement, etc.). It includes representatives from the following organizations:

Mono County (Community Development Department, includes Building, Planning, Code Enforcement)
Benton-Paiute Reservation
Bridgeport Indian Colony
Town of Mammoth Lakes
Bureau of Land Management, Bishop Office
California Department of- Fish and Wildlife
California Department of Transportation (Caltrans), District 9

Lahontan Regional Water Quality Control Board
National Park Service
Pickle Meadows Marine Corps Mountain Warfare Training Center
US Fish and Wildlife Service
US Forest Service, Inyo National Forest
US Forest Service, Toiyabe National Forest

The team meets on a regular basis to discuss a wide variety of ongoing and proposed projects.

Tribal Consultation

Mono County has several Native American communities located in Antelope Valley, Bridgeport, Lee Vining, and Benton. The two federally-recognized tribes, the Bridgeport Colony and the Benton-Paiute Reservation, have small tribal housing areas and residential roadways. Input concerning their transportation system needs was provided through the Tribal Transportation Needs Assessments completed for the Bridgeport Colony and the Benton-Paiute Reservation (Nelson\Nygaard Consulting Associates, 2009). Outreach is conducted periodically to the Bridgeport Colony and Benton-Paiute Reservation. In addition, the Benton and Bridgeport communities are members of the Collaborative Planning Team (see above) and participate in planning discussions on an ongoing basis at the local RPAC. Regional Planning Advisory Committees (see above) in the Antelope Valley and the Mono Basin provide a regular forum for input from Native American residents in those areas from Tribes not formally recognized. Ongoing outreach programs to all of the County's Native American communities provide additional input concerning tribal concerns; e.g., the County is currently working with the Bridgeport Colony to coordinate economic development and related transportation issues for the tribe's expansion plans, including a conceptual plan for a multi-agency visitor center.

Disabled Population

Input from persons with disabilities was provided through the Unmet Needs hearing process and through consultation with social service providers serving the disabled population in the county [e.g. Social Services Transportation Advisory Council ~~the Inyo-Mono Area Agency on Aging (IMAAA), Mono County Department of Social Services~~). In concert with the Inyo LTC, the Mono LTC recently updated the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan through ESTA.

PLANNING ANALYSIS

As required by State planning law, the planning analysis for the 2014 Update of the Mono County addresses the following, where applicable:

- Local General Plans, specific plans and master plans;
- Previous regional plans;
- State plans, specifically for statewide issues, priorities and emerging programs;
- Airport Land Use Plans or Comprehensive Land Use Plans;
- Land use and community issues including livability and sustainability;
- Environmental impacts (e.g. wetlands, cultural resources, energy consumption, sensitive species) and potential mitigation measures;
- Economic development;
- Air quality assessments, conformity with the SIP, in federal nonattainment and maintenance areas;
- California Clean Air Act transportation performance measures, in state nonattainment and maintenance areas;
- Local Air Quality Plans;
- Congestion Management Programs;
- Transportation Demand Management Strategies;
- Federal legislation (e.g. MAP 21), and federal programs;
- State legislation such as SB 45 (Chapter 62 Statutes 1977) and CEQA regulations;
- Specialized transportation needs;
- Regional aviation system plans, airport master plans;

- Public/private partnerships and/or outsourcing opportunities;
- Expenditure priorities established by state legislation;
- Regional/Statewide system (ITS) system architecture standards;
- Caltrans Systems Planning products such as: Transportation Concept Reports/Route Concept Plans, Corridor Studies;
- Caltrans Transportation System Development Program;
- Caltrans District System Management Plan;
- The California Transportation Investment Strategy;
- Caltrans Interregional Transportation Strategic Plan;
- Unmet transit needs;
- Bikeway plans;
- Regional system performance outcomes and related criteria such as:
    - Safety and Security
    - Mobility and Accessibility
    - Reliability
    - Cost effectiveness
    - Economic well-being
    - Environmental quality
    - Customer satisfaction
    - Sustainability
    - Equity
- Analytical requirements of the former MIS process; and
- Other sources and issues as appropriate (e.g. TDM options such as ridesharing, carpooling, park and ride lots, travel substitution strategies, etc.).

DOCUMENTS INCORPORATED BY REFERENCE

The following documents are incorporated by reference into the Mono County RTP. They provide additional information and policy direction concerning transportation issues in Mono County:

LSC Transportation Consultants, Inc.

Inyo-Mono Counties Coordinated Public Transit – Human Services Transportation Plan Update. April 4, 2014.

Mono County**.**

Airport Master Plans for Lee Vining Airport and Bryant Field. 2012.
Comprehensive Land Use Plans for Bryant Field and Lee Vining Airports. 2007**.**
June Lake Loop Trail Plan. 2003.
Main Street Revitalization Plan for U.S. 395 Through Bridgeport. 2013.
Mono County Bicycle Transportation Plan. Draft, 2014.
Mono County General Plan and General Plan Update. 1993, 2003.
Mono County Regional Blueprint Project. Draft, 2014.
Mono County Resource Efficiency Plan. August 1, ~~Draft,~~ 2014.
~~**Mono County Transit Plan**. 2001.~~
Proposed Eastern Sierra Regional Trail. 2014.
Tribal Transportation Needs Assessment: Bridgeport Indian Colony, Paiute Tribe. 2009.
Tribal Transportation Needs Assessment: Benton-Paiute Indian Reservation. 2009.

Town of Mammoth Lakes.

Emergency Operations Plan (EOP). 2001.
Mammoth Lakes Fixed Route Transit Plan. 2005.
Mammoth Lakes General Bikeway Plan. Draft, 2014.
Mammoth Lakes General Plan. 2007.

Mammoth Lakes General Plan EIR. 2007.
Mammoth Lakes ~~Mobility Element~~Draft Mobility Element. Draft, 2012.
Mammoth Lakes Pedestrian Master Plan. Draft, 2014.
Mammoth Lakes Trail System Master Plan. 2011.
Mammoth Lakes Transit Plan. 2000.
Municipal Code. Chapter 8.30. Particulate Emissions Regulations. Proposed Update, 2013.
Municipal Wayfinding Master Plan. 2012.
Mammoth Lake Pavement Management System, 2000.

Yosemite Area Regional Transportation System.
Short-Range Transit Plan. 2011.

RTP MAINTENANCE

The Mono County LTC intends to maintain a current and up to date RTP. The Commission, the Town of Mammoth Lakes, and communities will continue to review and refine the information and directives in the RTP on an annual basis. Comments received during the 2014 review of the RTP that require further public and community consideration will be addressed during plan maintenance in accordance with state requirements. At a minimum, this plan shall be updated every four years as allowed by SB 375 (4-year vs. 5-year cycle). Additional review of the RTP will take place every couple years as part of the Regional Transportation Improvement Program development and implementation.

CHAPTER 2: NEEDS ASSESSMENT

CHAPTER OVERVIEW

This chapter addresses the following topics:

- An analysis of the assumptions concerning population growth, land use and development, economic factors, environmental issues, and required consistency with other transportation-related planning documents that have been used to determine future transportation issues and needs in the planning area.
- A description of the existing transportation systems in the unincorporated areas of Mono County and in the Town of Mammoth Lakes.
- An assessment of existing and projected transportation needs in the County and the Town.

ASSUMPTIONS USED TO DETERMINE TRANSPORTATION NEEDS

This section identifies and analyzes assumptions about population growth, land use and development, economic factors, environmental issues, and consistency with other transportation planning documents used to determine future transportation issues and needs in the planning area. The issues and needs developed in this chapter, along with their underlying assumptions, guide the development of the goals, policies, and objectives in Chapter 3 of this RTP. Since the adoption of the last RTP in 2008 and update in 2013 the assumptions governing the development of Mono County's transportation systems have not changed appreciably. Socio-economic figures have been updated as necessary to reflect the most up-to-date demographic and economic projections for the county.

Demographic Projections

Mono County's population in 2013 was estimated to be 14, 493 persons; 8,307 persons (57 percent) in Mammoth Lakes and 6,186 persons (43 percent) in the unincorporated portion of the county (see Table 1). The percentage of the overall population that lives in Mammoth Lakes continues to grow slowly.

TABLE 1 -- Mono County Population Estimates, 2013	
Total County Population	14,493 (100 %)
Mammoth Lakes Population	8,307 (57 %)
Unincorporated Area Population	6,186 (43 %)
Source: www.dof.ca.gov, State of California, Department of Finance, *E-1 City / County Population Estimates, with Annual Percent Change, January 1, 2012 and 2013.* Sacramento, California, November 2013.	

Table 2 shows population projections for the county for the next 25 years. It includes the percent of the population 18 and older as an indicator of the number of people who may be able to drive and the percent of the population aged 18-74 as an indicator of the number of people most likely to be driving. Over the next 25 years, the percentage of the population 18 and older is expected to remain stable at 78 percent while the percentage of the population aged 18-74 is expected to decrease slightly as the population ages.

TABLE 2 -- Mono County Population Projections, 2020-2040			
Year	**Total Population**	**# and % 18+ Years**	**# and % 18-74 Years**
2020	15,037	11,770 (78 %)	11,027 (73 %)
2030	16,261	12,629 (78 %)	11,210 (69%)
2040	17,614	13,691 (78 %)	11,752 (67 %)
Source: www.dof.ca.gov , State of California, Department of Finance, *Population Projections by Race/Ethnicity, Gender and Age for California and Its Counties 2010-2060*, Sacramento, California, November, 2013.			

Table 3 shows population projections by community areas through the year 2040. The community projections are based on the following assumptions: that the unincorporated area will continue to house approximately 43 percent of the total countywide population and that the population distribution in the unincorporated community areas will remain similar to the population distribution in 2010. ~~The last assumption may not hold true~~. Antelope Valley is experiencing increasing development pressures from the Gardnerville/Carson City area; Chalfant is experiencing a similar pressure for expansion from the Bishop area; and Benton, Chalfant, and the Long Valley communities are experiencing continuing pressure from residents who work in Mammoth. As housing prices continue to rise in Mammoth Lakes, other areas of the county may experience increasing development pressure.

It is important to note that the population projections shown in Table 3 are for permanent year-round residents. Mono County, and particularly community areas such as Mammoth Lakes and June Lake, experiences much higher peak populations during periods of heavy recreational use, a factor that has a direct impact on the transportation system. Projected peak populations are utilized to determine transportation/travel demand in Mammoth Lakes and June Lake.

Assumptions: ***Population distribution in the County will remain as it is, with approximately 57 percent of the population in Mammoth Lakes, and 43 percent of the population in the unincorporated community areas. Population distribution in the unincorporated communities will remain as shown in Table 3. Mammoth Lakes, June Lake, Lee Vining, and Bridgeport will continue to experience much higher peak populations during periods of heavy recreational use.***

TABLE 3 Mono County Population Projections by Community Areas, 2010-2040

	2010 Pop.	% of 2010 Pop.	2020 Pop.	2030 Pop.	2040 Pop.
Mono County--Total	14,202	100 %	15,037	16,261	17,614
Mammoth Lakes--Total	8,234	58 %	8,721	9,431	10,216
County--Total	5,968	42 %	6,316	6,830	7,398
Antelope Valley					
Walker CDP	721	12.08	763	825	894
Coleville CDP	495	8.29	524	566	613
Topaz CDP	50	0.83	52	57	61
Bridgeport Valley					
Bridgeport CDP	575	9.63	608	658	712
Mono Basin					
Lee Vining CDP	222	3.71	234	253	274
Mono City CDP	172	2.88	182	197	213
June Lake					
June Lake CDP	629	10.54	666	720	780
Long Valley/Wheeler					
Paradise CDP	153	2.56	162	175	189
Swall Meadows CDP	220	3.69	233	252	273
Sunny Slopes CDP	182	3.05	193	208	226
Aspen Springs CDP	65	1.09	69	74	806
Crowley Lake CDP	875	14.66	926	1,001	1,085
McGee Creek CDP	41	0.69	44	47	51
Tri-Valley					
Chalfant CDP	651	10.91	689	745	807
Benton CDP	280	4.69	296	320	347
County outside of CDPs	637	10.67	674	729	789

Notes: CDP is a Census designation meaning Census Designated Place. These are populated areas that lack separate municipal government but physically resemble incorporated places. In the 2010 Census, CDP boundaries were mapped based on the geographic area associated with residents' use of the name.

Percent of population for Mammoth Lakes and the Unincorporated Area are a percentage of the total county population. Percent of population for the County communities is a percentage of the total County population. Percentages for the County communities are from the 2010 U.S. Population Census and are assumed to remain similar in the future. Numbers may not equal 100 due to rounding.

Sources: www.dof.ca.gov. U.S. Census Bureau, 2010 Census, American FactFinder.

Land Use Forecasts

Unincorporated Area Development Trends

Development in Mono County communities is primarily residential with limited small-scale commercial uses serving local and tourist/recreational needs. Limited small-scale light industrial uses, such as heavy equipment storage and road yards, also occur in some county communities. Most communities also have public facilities such as schools, libraries, community centers, parks, ~~and~~ ballfields, and government offices. County offices are located primarily in Mammoth Lakes and Bridgeport. This development pattern is not anticipated to change, due to the small scale of communities in Mono County and the lack of employment opportunities in most communities.

The Land Use Element of the County's General Plan contains policies that focus future growth in and adjacent to existing communities. Substantial additional development outside of existing communities is limited by environmental constraints, protected agricultural lands, a ~~the~~ lack of large parcels of privately-~~-~~owned land (and lack of private land in general), and the cost of providing infrastructure and services in isolated areas. Land use policies for community areas in the county (developed by the county's citizens regional planning advisory committees) focus on sustaining the livability and economic vitality of community areas. The General Plan anticipates that growth in the unincorporated area will occur primarily in the Antelope Valley, Bridgeport Valley, June Lake, Wheeler Crest/Paradise, the Tri-Valley, and Long Valley. Traffic impacts will be most noticeable on routes 395 and 6.

Assumptions: Development will occur in and adjacent to existing community areas that are served by existing highway systems. Traffic impacts from future development will be most noticeable on Highways 395 and 6.

Town of Mammoth Lakes Development Trends

The Town of Mammoth Lakes is the County's only incorporated community. The town is a four-season resort community with a permanent population of approximately 8,200 residents (over half of the county's entire resident population). Vacation residences and lodging facilities accommodate a substantially larger population of second homeowners and visitors. The local economy is based primarily on tourism, especially during summer and winter months when visitation rates are highest.

The Town's General Plan provides for extensive resort and residential development to meet recreational demand. Resort development includes lodging, commercial development, recreational facilities, and public services. The town also includes schools, a community college, a hospital, and government offices. Development in the town has been designed to accommodate peak populations that occur during high use periods. As noted in the introduction to the Town's General Plan:

> "The ratio of permanent residents to visitors is an important element in understanding demographics in Mammoth Lakes and associated impacts. Overall, the town is prone to large fluctuations in the total non-resident population because of the seasonal nature of its tourism-dependent economy. During the winter tourist season the community and ski area require a large number of seasonal employees (more than can be filled by the full-time resident community) to meet peak service demands. As a result, the resident population increases by approximately 3,000 during the peak tourism season. The town must accommodate a much larger population when tourist populations are present. During peak tourism periods, the total number of people in town at one time exceeds 35,000 people."

The Town of Mammoth Lakes has a defined area in which growth can occur. The Town's General Plan provides the following information concerning the town's planning area and municipal boundaries:

> "The Planning Area for the Town includes areas where existing or proposed facilities have a direct relationship to the current Town boundaries and services. It encompasses land in the unincorporated portions of Mono County in which the Town provides municipal services and extends from the Whitmore Recreation area on the east to the Mammoth Scenic Loop on the north. The Planning Area also includes

Inyo National Forest lands located within Madera County that have their sole vehicular access through the town of Mammoth Lakes and for which the Town provides public safety and building inspection services. The Municipal Boundary [for Mammoth Lakes] is the land contained within the incorporated limits of the town of Mammoth Lakes. The boundary encompasses a total area of approximately 25 square miles. The Mammoth Lakes Sphere of Influence is coterminous with the municipal boundary, indicating that no additional lands are anticipated to be annexed into the municipal boundary. The Town of Mammoth Lakes adopted an urban limit policy in 1993 in order to maintain a clear delineation between the developed portions of the community and the surrounding National Forest lands. The Urban Growth Boundary policies in this plan limit residential, industrial and commercial development to those areas already designated for such uses. The ultimate size and intensity of the community would be limited to those areas not now designated for open space. The Urban Development Boundary encompasses an area of about four square miles."

Assumptions: ***Development will occur within the Town's Urban Growth Boundaries as currently designated in the Town's General Plan. Development will occur to the buildout levels specified in the General Plan. Traffic impacts from future development will be most noticeable on Highways 395 and 203.***

Commuters

Information on place of work is not available from the most current US Census. Historically, many county residents have not worked in the community in which they live. Residents in the Antelope Valley have commuted to work in Bridgeport and in Gardnerville, Minden, and Carson City in Nevada; residents of the Tri-Valley area have commuted to work in Bishop and Mammoth Lakes; and residents of Long Valley and June Lake have commuted to work in Mammoth Lakes and Bishop. Development in Mammoth Lakes, and rising housing prices there, have forced many residents of Mammoth to move elsewhere (Crowley Lake, June Lake, Tri-Valley, Bishop) and to commute to jobs in Mammoth Lakes.

The 2009-2013 American Community Survey 5-year Estimate[1] indicated 99% of workers 16 years and older residing in unincorporated Mono County worked within the state and 91% worked within Mono County. These numbers indicate a significant increase in the jobs/housing balance over 2000, when only 75% worked in the state and county (*US Census 2000, Summary File 3, Tables P 31 and P32).* ~~Census data~~ The mean travel time to work also decreased from less than 30 minutes in 2000 to just over 16 minutes in the 2009-2013 estimate. The primary means of transportation to work was a car, truck or van (67%). Of these, 54% were single-occupancy vehicles and 13% were carpools with two or more persons. Walking accounted for 14% of commuters, followed by public transportation (5%), bicycling (2.5%), and taxicab/motorcycle/other (2%). Workers from home constituted 10%. ~~from 2000 estimated that approximately 25 percent (729 persons) of workers 16 and older residing in unincorporated Mono County worked outside of the county and outside of the state in 2000 (all information on place of work from *US Census 2000, Summary File 3, Tables P 31 and P32*). Mono County workers who worked outside of the state lived predominantly in Antelope Valley; almost one quarter of Antelope Valley workers worked outside of the state, probably in Nevada. The highest numbers of those who worked outside of Mono County but in California lived in Long Valley/Wheeler Crest and Tri-Valley; approximately 17 percent of Long Valley workers and 71 percent of Tri-Valley workers worked outside the county, probably in Inyo County. Twenty percent of Mono Basin workers and 15 percent of June Lake workers also worked outside Mono County. At that time, there appeared to be a significant jobs/housing imbalance in Mono County.~~

~~At that time, the average travel time to work was less than 30 minutes. Travel times were highest in Antelope Valley and Tri-Valley, reflecting the fact that many residents of those areas work outside of the community (*US Census 2000, Summary File 3, Tables P 31 and P32*). A large number of Long Valley/Wheeler Crest workers commute between 30 and 44 minutes, probably to Inyo County (*US Census 2000, Summary File 3, Tables P 31 and P32*). Current travel time for communities throughout the county is available from the 2007-2011 American~~

[1] http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0801&prodType=table

~~Community Survey 5-Year Estimates (US Census Bureau, 2007-2011 American Community Survey)~~. ~~Estimates from that Survey indicate that mean travel times throughout the County are around 20-25 minutes~~. ~~Additional information on commuting from the American Community Survey Estimates shows that most commuters throughout the County drive alone~~. ~~Some communities have higher numbers of workers who walk to work or work at home (Bridgeport 22%, Lee Vining 49%, June Lake 41%), while other communities have higher numbers who carpool (Chalfant 30%, Paradise 27%, Sunny Slopes 23%).~~

Mono County's economy is dominated by services, retail trade, and government. Industry projections from the California Employment Development Department estimate that 85 percent of the job growth in Mono County between 2010 and 2020 will continue to be in services, retail trade and government (**Labor Market Information, Industry Projections 2010-2020,** November, 2013). Major job centers are located in Mammoth Lakes (services, retail trade, government), June Lake (seasonal services and retail trade) and Bridgeport (government). Despite the availability of Commercial (C) and Mixed Use (MU) zoning throughout communities in the unincorporated area, it is unlikely that sufficient jobs will develop to eliminate the need for workers to commute to jobs outside of their communities.

Assumptions: ***The separation between jobs and housing will continue in the future due to the nature of the County's tourist-based economy. Traffic volumes will increase as this trend continues, particularly on Highway 395 in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, and Wheeler Crest).***

Recreational/Tourist Traffic – Seasonal Use Development

Mono County experiences a great deal of recreational travel, both to and through the county. Most of that traffic occurs on Highway 395, and in the summer months on Highways 120, 108, and 89, which provide access to the area from the west side of the Sierra. Recreational traffic creates specific problems for the interregional and local transportation and circulation system, due both to the amount and type of that traffic. Winter ski weekends, particularly during peak holiday periods, result in a traffic pattern, both in communities and on highways, which simulates recurrent congestion patterns found in more urban areas. Recreational events during the summer may also create congested traffic patterns, particularly in community areas, and safety concerns with slow-moving recreational vehicles, particularly on 2-lane sections of roadways. County communities are concerned about maintaining the livability of communities while providing for smoothly flowing traffic and safe traffic speeds through their communities. Recreational and tourist traffic is discussed in greater detail in the Issues and Needs section of this chapter, under the heading "Specialized Needs/Recreational Traffic".

Assumption: ***As recreational use continues to expand in the Resort Corridor along Highway 395, visitation and travel to points of historic, cultural, and scenic beauty in other parts of the County will increase proportionately, creating a need for additional specialized transportation facilities throughout the county, including pedestrian and bicycle facilities, turnouts/vista points, rest areas, information kiosks, and parking for recreational vehicles. Safety issues associated with recreational traffic, both in communities and along highways, will remain a high priority.***

Air Quality Attainment Status

Attainment Status

Mono County and the Town of Mammoth Lakes meet all state and national air quality standards except for particulate matter (PM_{10}) and ozone. PM_{10} emissions are measured at Mammoth Gateway and ~~at three points~~ in the Mono Basin; ozone emissions are measured at Mammoth Gateway.

Particulate Matter (PM_{10})

As of 2012, the county was designated as a non-attainment area for the state particulate matter (PM_{10}) standard. Mono Basin and Mammoth Lakes are also designated as non-attainment areas for the national particulate matter (PM_{10}) standard. Particulate matter (PM_{10}) in the Mono Basin results primarily from dust from the exposed lakebed of Mono Lake; levels are higher on the north shore of Mono Lake than in Lee Vining due to the prevailing wind

conditions. PM_{10} in Mammoth Lakes is a result primarily of auto emissions during high use periods and wood burning and resuspended road cinders during the winter.

PM_{10} concentrations in the Mono Basin have remained relatively stable between 2000 and 2012 with much lower concentrations in Lee Vining and higher concentrations on the north shore (see www.arb.ca.gov, PM_{10} Trends Summary). PM_{10} concentrations in Mammoth Lakes have declined significantly since the early to mid-1990s (see www.arb.ca.gov, PM_{10} Trends Summary). Based on available data, Mammoth Lakes has not exceeded the national standard for PM_{10} since 1993 and has sharply reduced the number of days it exceeds the state standard (from 62.4 days in 1993 to 15 days in 2011 to 0 days in 2012).

Ozone

In 1991~~As of 2012~~, Mono County was designated as non-attainment area for the state ozone standard. Ozone data collected by the State Air Resources Board in Mammoth Lakes indicate that ozone concentrations have decreased in Mammoth in recent years; the area has exceeded the 1-hour State Standard only a few times during the most recent period for which data are available, but it has exceeded the 8-hour State and Federal Standard more often [see www.arb.ca.gov~~–~~, Ozone Data Summary (1988-2004)]. In the past, the State Air Resources Board concluded that ozone exceedence in the Great Basin Air Basin (Alpine, Inyo and Mono Counties) was caused by transport from the San Joaquin Valley Air Basin; the Great Basin Unified Air Pollution Control District adopted an Ozone Attainment Plan for Mono County that identified the County as an ozone transport area, and required the adoption of a New Source Review Rule requiring Best Available Control Technology for emissions over 25 tons per year.

Compliance with State Implementation Plan (SIP)

Regional transportation plans must conform to the requirements of the State Implementation Plan (SIP) for air quality control. The requirements for conformity apply "…in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section 1203 (b)(1)]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes (PM_{10} emissions resulting primarily from resuspended road cinders and auto emissions). As a result, the Air Quality Management Plan for the Great Basin Unified Air Pollution Control District (GBUAPCD) and the State Implementation Plan (SIP) for Mono County do not include any transportation related requirements other than for the Town of Mammoth Lakes. The following section addresses plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Those plans and policies (including the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations, the Mammoth Lakes Revised Transportation and Circulation Element, and the Mammoth Lakes Transit Plan) are incorporated by reference in this RTP (see Chapter 1, Documents Incorporated by Reference).

Transportation Related Air Quality Mitigation

In compliance with GBUAPCD requirements, and in consultation with the GBUAPCD and other agencies, the Town adopted an Air Quality Management Plan prepared by the GBUAPCD, including Particulate Emissions Regulations (Chapter 8.30 of the Municipal Code). These regulations set a peak level of VMTs (vehicle miles traveled) at 106,600 per day and direct that the Town review development projects in order to reduce potential VMTs. Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The Plan also requires the Public Works Director to undertake a street sweeping program to reduce particulate emissions caused by road dust and cinders on Town roadways.

Prior to 1990, the Town recorded 10 violations of the federal 24-hour $_{PM10}$ standard. Following implementation of the plan in 1990, there was an immediate decline in PM_{10} emission; since 1994, despite continued growth, there have been no further violations of the national standard. As a result, in 2013, an Air Quality Maintenance Plan and PM_{10} Redesignation Request was developed to update the 1990 Air Quality Management Plan for the Town of Mammoth Lakes. The 2013 Plan reviews the background of the 1990 plan, the measures implemented as a result of that plan and their effectiveness, and changes to clean air regulations since the adoption of the 1990 plan. The

2013 Plan then recommends maintenance measures and requests that the Town of Mammoth Lakes be redesignated as in attainment for the federal PM10 standard.

The 2013 Plan recommends amending Section 8.30.100B of the Town Municipal Code which sets a limit for VMT within the Town. The current limit is 106,600 VMT on any given day. The proposed VMT at General Plan buildout is 179,708; air quality modeling shows that this level of traffic will not cause violations of the federal air quality standards.

The success of the existing control measures demonstrates that PM_{10} levels have been reduced and will be reduced to a sufficient degree that contingency measures are not required. Nonetheless, additional measures have been incorporated into the AQMP to assist in further reductions of PM_{10} levels with the goal of improved compliance with the California Ambient Air Quality Standard for PM_{10}. These measures include amending the Town of Mammoth Lakes Particulate Emissions Regulations to match GBUAPCD Rule 431, requiring all wood burning fireplaces and stoves, whether certified or not, to comply with no-burn days.

Although the federal standard for PM_{10} is currently being met, the more stringent California Ambient Air Quality Standard for PM_{10} (50 µg/m3) is still violated in Mammoth Lakes. The number of monitored state standard violations was as high as 56 in 1993, but has declined significantly since the adoption of the AQMP. Over the last four years of daily monitoring in the Mammoth Lakes (2009-12) the number of state PM_{10} standard violations has ranged from four to 31 per year. (GBUAPCD, 2013).

The Town's Transit Plan and the ~~Mobility Element~~Draft Mobility Element of the Town's General Plan contain policies that are intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and ~~Mobility Element~~Draft Mobility Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

Assumptions: ***Increased traffic volumes will result in increases in pollutant emissions, particularly PM_{10}. This will continue to be a problem in Mammoth Lakes, especially during congested periods in the winter when inversion layers trap the pollutants close to the ground. Improved transit and pedestrian services, including the incorporation of transit and pedestrian facilities into existing and future development, will help address air quality issues in Mammoth Lakes. Transportation related air emissions will not impact other community areas in the county.***

Performance Conditions (LOS)

Performance conditions, or Levels of Service (LOS—see Glossary), on State and Federal highways are set by Caltrans systems planning. The emphasis in District 9, which includes Inyo and Mono Counties and eastern Kern County, is on maintaining and improving the interregional transportation network. Higher priorities are given to major improvements on principal arterial routes than to minor arterials or major collectors. Table 4 shows Caltrans' planned LOS for state and federal highways in Mono County. Caltrans has been working to increase capacity on Highway 395, the route on which performance conditions are affected the most by traffic levels.

Performance conditions on local streets are generally not a concern since local streets typically carry only local traffic; state and federal highways serve as the main access to each community in the county and carry the greatest amount of traffic.

Assumptions ***Performance conditions, or LOS, on the county's highway system will remain as shown in Table 4, but will be revaluated following issuance of new guidance regarding performance measures and LOS alternatives under the California Environmental Quality Act.***

TABLE 4 -- Summary of Caltrans Systems Planning Route Concepts, Routes in Mono County			
ROUTE	FUNCTIONAL CLASSIFICATION	CONCEPT LOS	CONCEPT FACILITY
6	Minor arterial	B	2-lane conventional
89	Minor arterial	D	2-lane conventional
108	Minor arterial	D	2-lane conventional
120	Minor arterial	D	2-lane conventional
158	Major collector	D	2-lane conventional
167	Minor arterial	D	2-lane conventional
168	Minor arterial	D	2-lane conventional
182	Major collector	D	2-lane conventional
203	Minor arterial	E	2-lane conventional/ 4-lane conventional
266	Major collector	D	2-lane conventional
270	Major collector	E	2-lane conventional
395	Principal arterial	B, C, E	4-lane expressway/conventional 2-lane conventional
NOTES: A "conventional" facility has no access control. An "expressway" facility has limited access control. SOURCE: Caltrans Dist. 9 System Management Plan, 1988. US 395 Transportation Concept Report, 1999.			

Capital Operations and Maintenance Costs

Operation and maintenance costs are addressed in Chapter 6: Financial Element.

Cost of Alternatives

The existing transportation system in Mono County includes the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally used by locals and visitors to reduce short trips). Alternatives to the existing transportation system in the county are limited by the county's isolation, topography, extreme weather conditions, small population, large distances between communities, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside of existing developed areas. Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of alternative routes for highways and roadways during the 20-

year timeframe of this RTP is unlikely due to lack of demand for additional roads, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas.
The existing transportation system in the county (highway/roadway system, transit services, aviation facilities, non-motorized facilities) has been designed to accommodate increasing demand for those facilities and services over the 20-year timeframe of this RTP. Demand for additional alternative methods of transportation, other than expanding and improving those currently existing in the county, is not anticipated to occur over the 20-year timeframe of this RTP, given the constraints noted above.

Assumptions: ***It is assumed that alternatives to the existing transportation system in Mono County will not be developed during the 20-year timeframe of this RTP. The Cost of Alternatives is not a relevant issue for this RTP.***

Timeframes

Assumptions: ***The short-term timeframe for planning purposes for the Mono County RTP is 10-years. The long-term timeframe for the Mono County RTP is 20 years.***

Environmental Resources of Concern

Mono County's economy is dependent on natural resource based recreation and tourism. Projects that detract from or degrade those natural resources are a concern. Environmental resources of special concern in relation to transportation planning and projects include scenic resources, air quality, noise, and wildlife and wildlife habitat, particularly Bi-State sage-grouse which is proposed for designation as threatened under the Endangered Species Act, with critical habitat covering over 80 percent of private property in Mono County.

Assumptions: ***Mono County, the Town of Mammoth Lakes, Caltrans, and the U.S. Forest Service are pro-active in designing and implementing projects and programs that avoid or minimize impacts to environmental resources in the County. This will continue to be a focus of project development, implementation, and management.***

Complete Streets

State Law (AB 1358) requires local governments to include provisions for Complete Streets in their General Plans. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

The Circulation Element must "plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." Caltrans defines complete streets as: "A transportation facility that is planned, designed, operated and maintained to provided safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility"

Assumptions: ***Mono County communities and the Local Transportation Commission (LTC) have been very pro-active in seeking transportation improvements that add to the livability of local communities. Within communities, including the Town of Mammoth Lakes, Mono County's tourist based economy can be enhanced by flexible highway designs, better facilities for pedestrians and cyclists, adequate parking facilities, reduced travel speeds, reduction of vehicle trips, and creating an environment that does not favor the automobile over other transportation modes. This will continue to be a focus of project development, implementation and management.***

ISSUES AND NEEDS

Operational Issues, Including Emergency Preparedness

Emergency Response

The Mono County Emergency Operations Plan (EOP) and the Town of Mammoth Lakes Emergency Operations Plan (EOP), developed by the County and Town Offices of Emergency Services, outline how emergency workers should respond to major emergencies within the County and the Town. They are links in the chain connecting the detailed standard operating procedures (SOPs) of local public safety agencies to broader state and federal disaster plans. They address potential transportation-related hazards, including potential hazards from earthquakes, volcanic eruptions, floods, and hazardous materials transport. They also address emergency preparedness and emergency response for the regional transportation system, including the identification of emergency routes. Alternative access routes in Mono County are limited primarily to the existing street and highway system due to the terrain and the large amount of publicly owned land. However, the County has developed alternative access routes for community areas that had limited access (i.e. North Shore Drive in June Lake, the Mammoth Scenic Loop north of Mammoth Lakes). The County also consults with Cal Fire for emergency access requirements for new development in the State Responsibility Areas that cover most of the private property in Mono County. GIS mapping of the County and the Town will enhance and support alternative route awareness for emergency response and incident location.

Aviation Safety

In past years, a number of airplanes have crashed in the high elevations of the Sierra. As air traffic increases, the likelihood of further aircraft accidents in the more inaccessible areas of the high country also increases. The FAA recently installed an instrumentation system at the Mammoth Yosemite Airport intended to help reduce the numbers of accidents in that area. Planned improvements at all airports in the county (e.g. lighting, fencing, taxiways, runway overruns) will increase safety at all airports.

Highway Safety

The California Highway Patrol (CHP) tracks collisions in Mono County (see www.chp.ca.gov , SWITRS, Table 8). Between 2001 and 2010, Mono County had an average of 5 fatal collisions per year with an average of 5 persons killed per year. During the same period, there was an average of 116 injury collisions per year with an average of 171 persons injured. Most collisions and injuries occur from November through February and June through July, the periods of heaviest tourist visitation.

Wildlife Collisions – ~~If we have any data~~Data from DFW/Dist9~~, etc. we should put it here.~~ pending The LTC has expressed a desire to reduce vehicle and wildlife collisions in Mono County.

Cell Phone Service

Cell phone service is poor in certain areas of the county. Due to the isolated nature of much of the highway mileage in the County and the extreme weather conditions experienced throughout the year, there is a need to ensure that adequate cell service exists throughout the county. Additional cell towers have been installed over the past several years to improve cell service in areas lacking service or with poor service; additional towers may still be necessary. Specific policies for broadband and related communication infrastructure have been developed in the Mono County General Plan Circulation Element~~a companion Communications Element~~. ~~.~~

Additional Safety Issues

Additional transportation related safety issues include the following:

- The potential for avalanches is a concern in community areas throughout the County, i.e. Twin Lakes, Virginia Lakes, Lundy Lake, June Lake, and Long Valley, along Highway 395 in the areas just north of Lee Vining, east of McGee Mountain, and at Wilson Butte between Mammoth Lakes and June Lake, and along S.R. 158, the June Lake Loop. In June Lake, North Shore Drive provides an alternative route into June Lake that is intended to mitigate the impacts of potential avalanches along S.R. 158. The LTC has recently authorized an examination of seasonal road closure policies as part of the 2014-2015 proposed Overall

Work Program. Of particular concern is the potential recreational access that can be provided during low snow years, together with concerns for insuring traveler safety.

- Increased levels of truck traffic on highways are a safety concern. Highways 395 and 6 have been identified as interstate truck routes and experience heavy truck traffic. In 2006, medium and heavy duty trucks comprised 25% of all traffic within the corridor (this and all further information on truck traffic is from Katz, 2006). Five-axle single unit trucks made up approximately 80% of all truck traffic. The majority of southbound trucks used Hwy 395 (61%) instead of Hwy 6 (31%). The majority of northbound trucks used Hwy 395 (59%) instead of Hwy 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period between 10 am and 3 pm. Safety concerns focus on the impact of oversized trucks on the safety and capacity of 2-lane highway sections and the lack of paved shoulders and adequate sight distances. Narrow shoulders create hazardous conditions if vehicles must pull over for emergencies. Narrow shoulders are also less desirable for bicyclists, especially when being passed by large trucks. The recent four-laning of Highway 395 in various parts of the County has mitigated safety issues in those areas but concerns about truck traffic remain significant in the Tri-Valley on Highway 6, a two-lane road with no shoulders.
- Recreational vehicle (RV) traffic creates the same safety concerns as trucks. Recreational vehicle traffic decreased from 13.4% of all traffic in the County in 1989, to 3.2% ~~of all traffic~~ in 2000, to 1.7% in 2011 (Caltrans, US 395 Origination and Destination Report, Year 2011). ~~Some of that decrease may be attributable to the fact that the 1989 survey was done on a holiday and the 2000 survey was not.~~ A contributing factor to reduced RV use may have been the increase in average California gas prices in 2011.
- Hazardous materials spills are a concern throughout the County. The potential for such accidents is highest on Highways 395 and 6, where truck traffic is greatest. Trucks haul a variety of commodities through Mono County, with the greatest number hauling miscellaneous manufacturing products, general freight, food and similar ~~kindred~~ products, farm products, and empty containers (Katz, 2006). Approximately 7% of truck traffic carries petroleum and coal products or chemicals (Katz, 2006). The Mono County Integrated Waste Management Plan ~~Hazardous Waste Element of the County General Plan~~ contains policies to address hazardous waste spills. The Mono County Emergency Operations Plan (EOP), prepared by the Office of Emergency Services, also addresses emergencies resulting from hazard materials spills.
- Hospitals in Mono County have limited capacity for multi-casualty incidents. Accidents causing more than six to ten serious injuries require transport of the victims to facilities outside of the County. Many accident victims with critical injuries are also transported to facilities outside the County. During certain times of the year, or during certain hazardous conditions, access to various parts of the County may be limited.

Existing Regional/Interregional Transportation System

Overview

Mono County is a rural county located on the eastern side of the Sierra Nevada. The county has an area of 3,103 square miles and in 2013 had an estimated total population of 14,493 persons. The county has one incorporated area, the Town of Mammoth Lakes, which had an estimated population of 8,307 in 2013. The County's other communities are scattered throughout the area, primarily along Highways 395 and 6.

Approximately 94 percent of the land in the County is owned by public agencies; approximately 88 percent is federally owned and is managed by the Forest Service and the Bureau of Land Management. The limited private land base restricts ~~limits~~ the growth potential for permanent residents but ~~it~~ also provides the foundation for the County's tourist-based economy. The spectacular scenery in the County and the many varied recreational opportunities provide a tremendous recreational draw, especially for people from Southern California.

The transportation system in Mono County is typical of many rural counties. Private automobiles are the primary mode of moving people: trucks are the primary mode of moving goods. Throughout the County, the transportation system is a key support system that sustains the social, economic and recreational activities in the County. The terrain, the weather and the lack of a sufficient population base ~~to support them~~ have limited other

modes of regional transportation. These factors continue to limit the development of alternative regional transportation systems in the County.

Highway System

The state and federal highway system provides ~~the~~ major access to and through Mono County, connecting communities in the county and providing access to and from the county.

- **US 395** is the major transportation route in the county. It connects the Eastern Sierra with Southern California and with the Reno/Tahoe region in Northern Nevada. US 395 is also Main Street in Lee Vining, Bridgeport, Walker, Coleville, and Topaz, and provides access to the immediately adjacent communities of June Lake, Crowley, McGee Creek, Long Valley, Sunny Slopes and Toms Place.
- **US 6**, from the Inyo County line north of Bishop to the Nevada state line, connects the Tri-Valley communities of Benton, Hammil, and Chalfant to Bishop and Inyo County. US 6 is also Main Street in the Tri-Valley communities.
- **SR 89** provides access from US 395 to Monitor Pass and is closed in the winter.
- **SR 108** provides access from US 395 west to Sonora Pass and is closed in the winter.
- **SR 120** provides access from US 395 west to Tioga Pass and east to Benton. The western segment is closed in the winter and the eastern segment may also be closed briefly.
- **SR 158**, the June Lake Loop, provides access from US 395 to the community of June Lake and is Main Street throughout the June Lake Loop.
- **SR 167** provides access from US 395 to the Nevada State Line, north of Mono Lake, and access to the community of Mono City.
- **SR 168** provides access from US 395 at Big Pine in Inyo County north to Oasis in the southeast corner of Mono County.
- **SR 182** provides access from its junction with US 395 in Bridgeport northeast to the Nevada state line and provides the main street access to a portion of the community of Bridgeport.
- **SR 203** provides access west from US 395 to Mammoth Lakes.
- **SR 266** provides access through Oasis in the southeast corner of the county.
- **SR 270** provides access east from US 395 to Bodie State Historic Park.

U.S. Highway 395 is the principal route to and through Mono County. It is the only direct route to and through the County for the shipment of goods and materials. It is also the only route suitable for emergency purposes and the principal route to the county's many recreational and tourist attractions.

Highway 395 extends approximately 120 miles from northwest to southeast Mono County. It provides regional transportation connections to Reno and Lake Tahoe to the north, the Bay Area and the Central Valley to the west, and the greater Los Angeles area to the south. In 2012, Highway 395 carried annual average daily traffic (ADT) volumes of ranging from 3,400 vehicles at the Nevada state line at Topaz to 8,000 vehicles traveling southbound at the junction with Route 203. Peak month ADT volumes varied from 11,100 at the northbound junction with Route 203 to 4,300 at Sonora Junction.

Highway 395 in Mono County is identified as a regionally significant part of the Interregional Road System (IRRS), as a lifeline route, and as part of the National Truck Network on the National Highway System (NHS), which authorizes use by larger trucks and gives them access to facilities off of the route. The majority of Highway 395 in Mono County is also identified as a freeway/expressway.

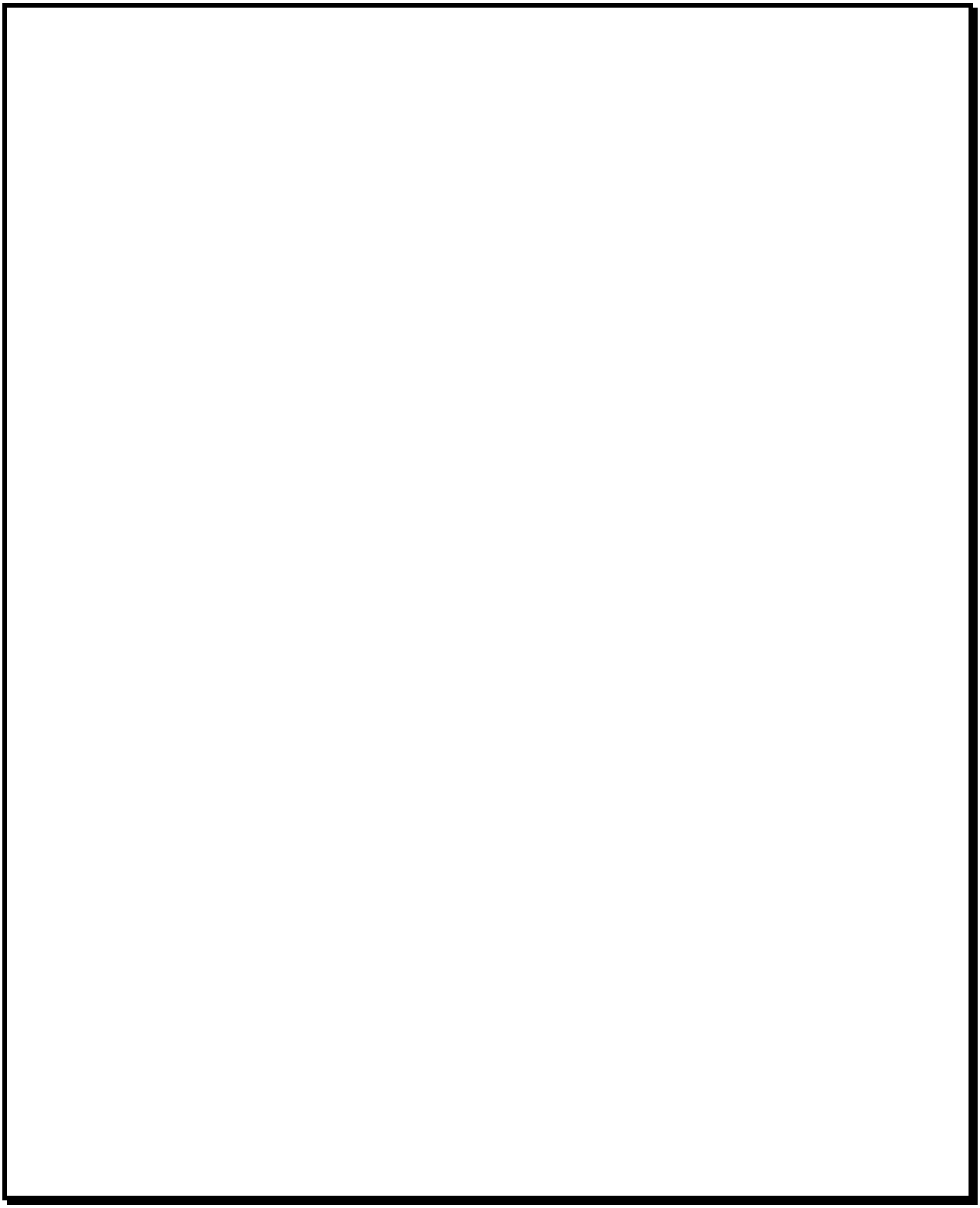
Highway 6 also provides regional transportation connections in Mono County. It extends over 30 miles in Mono County--towards Bishop in the south and Nevada to the north and east. In 2012, annual ADT volumes on Highway 6 varied from 1,890 vehicles at the junction with Highway 395 in Bishop to 870 vehicles at the northbound junction with Highway 120 in Benton.

Highway 6 is a popular alternate route north when poor weather affects conditions on Highway 395. Highway 6 is identified as part of the National Truck Network on the National Highway System (NHS) and is on the eligible Interregional Road System (IRRS).

S.R. 120 extends approximately ~~nearly~~ 75~~60~~ miles through Mono County, from Tioga Pass in Yosemite National Park east to Benton. Other routes that connect to U.S. 395 include: S.R. 89 (Monitor Pass), S.R. 108 (Sonora Pass), S.R. 167 (to Hawthorne, Nevada), S.R. 158 (the June Lake Loop), S.R. 270 (to Bodie), S.R. 182 (from Bridgeport to Yerington, Nevada), and S.R. 203 (to Mammoth). S.R. 168 and S.R. 266, connecting Big Pine in Inyo County and Nevada, cross the extreme southeast corner of the County.

Tioga Pass, Sonora Pass, Monitor Pass and S.R. 270 to Bodie are all closed during the winter, as is the northern portion of S.R. 158, S.R. 203 from 4 miles east of the Mono County boundary with Madera County, and the portion of 120 between Highway 395 and Benton. During periods of heavy snowfall, S.R. 167 and the southern portion of S.R. 158 may also be closed. The LTC has recently authorized an examination of seasonal road closure policies as part of the 2014-2015 proposed Overall Work Program. Of particular concern is the potential recreational access that can be provided during low snow years, together with concerns for insuring traveler safety. Figure 1 shows the existing highway system in the County.

FIGURE 1: EXISTING STATE HIGHWAY SYSTEM, MONO COUNTY



Interregional Travel Demand and Corridor Needs

Highway 395

Highway 395 is, and will remain in the long-term, the major access to and through Mono County and the major transportation route in the area. It connects the Eastern Sierra with Southern California and with the Reno/Tahoe region in Northern Nevada. The primary needs for Highway 395 throughout Mono County are maintaining 4-lanes from the Inyo/Mono county line to Lee Vining; allowing for passing lane improvements to the conventional 2-lane highway north of Lee Vining; safe winter access countywide; increased passing opportunities north of Lee Vining; adding adequate shoulders during Highway 395 maintenance projects to enable safe pedestrian and bike use, as well as increased motorist safety including potential separated grade wildlife crossings; improved system safety and maintenance; and the development of sufficient revenue sources to meet these needs.

Highway 6

Highway 6, from the Inyo County line north of Bishop to the Nevada state line, provides regional/inter-regional transportation connections and is a trucking route between Southern California, Reno, and the western mountain states (Washington, Idaho, Montana). Caltrans has identified the primary purpose of the route as interregional traffic (largely trucks). The route is currently a maintenance only route with some improvements planned for the future as traffic volumes increase. The major local concerns about Highway 6 are safety during the periodic dust storms that occur in the area and speeds through community areas. Dust from plowed fields and from the deposits from flash floods blows across the highway decreasing visibility. Local landowners are working to develop an irrigation plan to mitigate dust problems from plowed fields. Since the area is subject to flash floods, little can be done about dust resulting from flood deposits. An ITS dust sensor warning system to alert drivers in advance of arriving at dust storm locations might also be considered. Vehicles traveling at high speed through community areas are also a concern, both for local traffic trying to access the highway and for pedestrian safety. There is currently interest in pursuing a Safe Route to School access across Highway 6 in Benton.

Routes 120, 167, 182, 108, and 89

The remaining state highways in the County provide interregional access east and west from Highway 395 to Nevada and to the western side of the Sierra. Routes 120, 108, and 89, which cross the Sierra in high mountain passes, are closed in the winter. The main concern on these routes is continued adequate maintenance, including timely road openings following winter closures and intermittent access during low snow years.

Mountain Passes

There is some interest in attempting to keep the mountain passes (Tioga, Sonora, and Monitor) open as long as possible in order to increase access from the west and provide an economic boost to local communities. The County coordinates with Caltrans and Yosemite National Park to keep Tioga Pass as long as possible. Residents in communities near Sonora and Monitor Passes are also interested in keeping those passes open as long as possible.

Capacity Issues

Regional Problems

Capacity problems on the regional system occur on Highway 395 in northern Mono County, on Highway 203 in the Town of Mammoth Lakes, and on Highway 158 in June Lake Village. Caltrans systems planning documents provide existing and long-range levels of service for those routes and proposed improvements.

The Caltrans District 9 System Management Plan states that the "overriding concern of the District [regarding Highway 395] is the eventual 4-laning ... [of the highway] to Lee Vining, in order to achieve a Concept Level of Service of B. North of Lee Vining, on Route 395, passing lanes, truck-climbing lanes, and operational improvements will be necessary at specific locations to maintain a Concept Level of Service of C. There are environmental and geometric constraints prohibiting a higher LOS." Highway 395 in northern Mono County is also nearing capacity in most of its 2-lane sections. There are environmental concerns to making improvements in this area.

Local Problems

Congestion on Highway 203 (Main Street) in Mammoth Lakes and between town and the ski area continues to be a problem in the winter. Traffic is also heavy during certain periods in the summer. The heavy traffic levels impact air quality in the Town, particularly in winter as a result of auto emissions and the re-suspension of cinders used on plowed roads. Policies and programs in the Town's Transit Plan and Revised Transportation and Circulation Element focus on reducing automobile usage.

Congestion on Highway 158 in June Lake Village is a major concern. The June Lake Multimodal Plan contains policies and programs to address that issue.

Average Daily Traffic Volumes

Table 5 shows Average Daily Traffic (ADT) volumes on Mono County Highways in 1998 and 2006. Between 1998 and 2006, traffic volumes increased on many of the County's highways, particularly on the County's most heavily traveled routes (i.e. Highways 395, 6, and 203).

TABLE 5 -- Average Daily Traffic (ADT) Volumes, Mono County State Highways

Route	Location	Peak Hour[a] 2006/2012	Peak Month[b] 2006/2012	Annual[c] 2006/2012
395	Junction 203 West [d]	1200/1200	11900/11100	9200/8000
	June Lake Junction [e]	660/790	6300/7400	4000/4200
	Tioga Pass Junction [f]	710/630	6700/6400	4000/4500
	Bridgeport [g]	670/630	6000/5700	3800/3400
	Sonora Junction [h]	790/500	4550/4300	3100/2900
	Nevada State Line	510/500	4950/4750	3750/3400
6	Junction 395 (Bishop)	360/110	4100/2000	3800/1890
	Benton Station	140/100	1150/1150	1100/960
	Nevada State Line	100/100	1150/1120	960/870
168	Oasis, Junction 266 north	40/40	270/290	160/170
266	Oasis, Junction 168	50/20	250/250	200/140
203	Minaret Summit	130/130	780/780	620/620
	Minaret Junction	1450/1400	13000/12400	11200/8750
	Old Mammoth Junction	1750/1600	17500/16400	15300/12500
158	June Lake Junction 395	290/280	2600/2850	1700/1470
	Grant Lake Junction 395	100/110	800/870	400/400
120	Yosemite East Gate	250/330	3200/3310	2100/2560
	Tioga Pass Junction 395	350/430	3300/4350	1300/1330
	Mono Mills Junction 395	100/130	830/1150	380/490
	Benton Station	60/60	550/500	400/300
167	Pole Line Junction 395	40/40	300/300	200/200
	Nevada State Line	20/20	200/170	100/110
270	To Bodie State Hist. Park	100/120	600/620	425/470
182	Bridgeport Junction 395	180/180	1700/1700	1100/1100
	Nevada State Line	50/50	380/400	250/250
108	Sonora Pass	150/180	980/570	480/470
	Sonora Junction 395	120/120	950/1050	550/670
89	To Monitor Pass	100/100	730/580	300/440

Table 5 Notes:

a. These are estimated figures.

b. The peak month ADT is the average daily traffic for the month of heaviest traffic flow.

c. Annual average daily traffic is the total traffic volume for the year divided by 365 days. Some routes are regularly closed for one month or more during the winter; ADT figures for those routes reflects travel when the route is open. Routes regularly closed during the winter include the following:

Route 89--Monitor Pass, Jct. Route 395 to Jct. Route 4, 17.5 miles.
Route 108--Sonora Pass, 6 miles east of Strawberry to 7 miles west of Jct. Route 395, 35 miles.
Route 120--Tioga Pass, Crane Flat to 5 miles west of Jct. Route 395, 55 miles.
Route 120--Mono Mills Road, 2 miles east of Jct. Route 395 to 6 miles west of Jct. Highway 6, 37.6 miles.
Route 158--June Lake Loop, Powerhouse to north Jct. Route 395, 8.6 miles.

Route 203--Mammoth Lakes Road, Mono/Madera County line to 1 mile east.
Route 270--Bodie Road, Jct. Route 395 to Bodie, 9.8 miles.

d. Reflects traffic turning into Mammoth. Counts on 395 going north from 203 are lower.
e. Reflects traffic turning into June Lake. Counts on 395 going north from 158 are lower.
f. Reflects traffic from 120 north on 395 towards Lee Vining.
g. Reflects traffic going north out of Bridgeport.
h. Reflects traffic going north from the Sonora Junction

SOURCE: Caltrans 2006 and 2012 Traffic Volumes on California State Highways.

Specialized Needs

Recreational Travel

Mono County experiences a great deal of recreational travel, both to and through the county. Most of that traffic occurs on Highway 395. In the summer, additional traffic occurs on Highways 120, 108, and 89, which provide access to the area from the west side of the Sierra. Recreational traffic creates specific problems for the local transportation and circulation system, due both to the amount and type of that traffic. Winter ski weekends, particularly during peak holiday periods, result in a congested traffic pattern, both in communities and on the highway, which simulates rush hour traffic patterns found in more urban areas. Recreational events during the summer may also create congested traffic patterns, particularly in community areas.

Recreational travelers have special needs, such as turnouts/vista points, rest areas, and information about local recreational areas, interpretive information, lodging, and travel routes. Recreational travelers also create safety concerns on local and state highways and roads; sightseers often travel slowly, disrupting the traffic flow, and may stop along the road to enjoy the view or take photos, creating a hazardous situation. Recreational vehicles (RVs) travel slowly on the many steep routes in the area, disrupting traffic flow, particularly in areas where the road is only two lanes. In community areas, RVs ~~recreational vehicles~~ often have difficulty parking or use more than their share of limited parking spaces. ~~Recreational vehicles (~~RVs~~)~~ account for 1.7% of the traffic in Mono County on Highway 395, a decline from a high of 13.4% in 1989 and 3.2% in 2000 (Caltrans, US 395 Origination and Destination Report, Year 2011).

Results from the 2011 US 395 Origination and Destination Report showed some changes since the prior two reports, i.e.:

TABLE 5A – US 395 Origination and Destination Changes Over Time

	1989 Report Results	2000 Report Results	2011 Report Results
Purpose = Recreational	80%	55%	61%
Purpose = Work	2%	13%	22%
From Other States	9%	28%	24%
From Other Countries	2%	1%	5%
Mono County Final Destination	24%	41%	42%
Stop Small Communities "Often"	NA	31%	28%
Stop Small Communities "Sometimes"	NA	48%	36%
Goods Movement	2%	12%	9%

Source: Caltans, District 9, US 395 Origination and Destination Study Year 2011. 2014.

Many of the needs of recreational travelers have been addressed by recently completed or ongoing projects. The four-laning of Highway 395 to Lee Vining has eliminated many of the problems resulting from slow moving vehicles. Transportation enhancement projects related to the Eastern Sierra Scenic Byway have provided turnouts and information for travelers. The June Lake, Mono Basin, and Bodie Hills Transportation Plans address parking in community areas and transportation linkages between communities and recreational areas.

Disabled Persons

The Americans with Disabilities Act (ADA) requires public and private transportation projects to comply with the ADA. This requires that transportation facilities are accessible to disabled persons; e.g., pedestrian facilities, parking areas, turnouts, kiosks, etc. must be wheelchair accessible. All transit services must also comply with the requirements of the ADA. The ADA requires the availability of wheelchair lift-equipped fixed route buses and door-to-door service for disabled persons who cannot use the fixed-route service. ESTA buses are equipped with wheelchair lifts and also provide door-to-door demand responsive service.

Goods Movement

Goods movement to and through Mono County occurs on the interregional highway system, i.e. Highways 395 and 6. There are no railroads in the county and no air freight services. As noted previously, Highway 395 in Mono County is identified as part of the National Truck Network on the National Highway System (NHS), which authorizes use by larger trucks and gives them access to facilities off of the route. Highway 395 provides regional transportation connections and truck access between Southern California and Reno, Nevada.

U.S. 6, from the Inyo County line north of Bishop to the Nevada state line, provides inter-regional transportation connections and is a trucking route between Southern California and the western mountain states (Washington, Idaho, Montana). It is also identified as a part of the National Truck Network and Caltrans has identified the primary purpose of the route as interregional traffic (largely trucks).

In 2006, medium and heavy duty trucks comprised 25% of all traffic within the corridor (this and all further information on truck traffic is from Katz, 2006). Five-axle single unit trucks made up approximately 80% of all truck traffic. The majority of southbound trucks used Hwy 395 (61%) instead of Hwy 6 (31%). The majority of northbound trucks used Hwy 395 (59%) instead of Hwy 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period between 10 am and 3 pm. The 2011 Origination and Destination Report conducted by Caltrans found that tractor trailers totaled 9.1% of total vehicles, a decrease from 11.5% in 2000.

Local Corridor Needs

Overview

Local corridor needs include state highways that serve primarily local traffic (i.e. they do not provide interregional connections), county roads, city streets, and public roads operated by various other local, state, and federal agencies. Table 6 shows the mileage of maintained public roads in Mono County. Local corridor needs in the Town of Mammoth Lakes are discussed later in this chapter under the heading Town of Mammoth Lakes.

TABLE 6 -- Mileage of Maintained Public Roads in Mono County

Jurisdiction	Mileage
County Roads	684.42
City Streets (Mammoth Lakes)	47.93
State Highways	315.50
State Agencies (State Parks)	9.30
U.S. Forest Service	427.30
Bureau of Land Management	712.3
Bureau of Indian Affairs	2.6
Total	2,199.35

Source: State Department of Finance, 2008 California Statistical Abstract, Table J1. Mono County Road

Department.

State Route 203

State Route 203 provides access from Highway 395 to Mammoth Lakes, to Mammoth Mountain Ski Area, and to Red's Meadow and Devil's Postpile in the summer months. Congestion on 203 in Mammoth Lakes and between town and the ski area continues to be a problem in the winter, resulting in adverse air quality impacts, primarily from resuspension of road dust and cinders and auto emissions. Traffic is also heavy during certain periods in the summer. Congestion, and the resulting air quality impacts, is the major concern on Route 203.

State Route 158

State Route 158, the "June Lake Loop", provides access from Highway 395 to the community of June Lake. There are operational and safety concerns on this route, particularly in the Village and Down Canyon areas of June Lake. These concerns focus on easing congestion in the Village by providing alternate routes; providing for alternatives to the automobile; and providing safer routes for non-motorized forms of transportation.

County Roads

The County currently has 684.42 miles of county maintained roads (County Road System Maps are included in Appendix D). Of that maintained mileage, 179.07 miles are paved, 168.47 miles are plowed in the winter, and 197.87 miles traverse National Forest lands. Although most of the County roadway system is already established, there remains a need for new facilities. These needs are generally addressed in the community policy section (e.g. June Lake) in order to complete the circulation system, provide for emergency access, avoid congestion and provide for continued growth. The main access to all communities in the county is state highways, i.e. Highways 395, 158, and 6.

In addition to the County roads, there is an extensive network of private and federally controlled roads in the County, many of them unimproved. The federal roads, on lands managed by the Forest Service and Bureau of Land Management, are mostly unmaintained dirt roads that receive limited use from logging trucks and off-highway vehicles (OHVs). The Forest Service and the BLM have developed management plans for OHV use. The private roads in the county are mostly in community areas, many of them are substandard roads that do not meet the County Roadway Standards and as a result have not been accepted into the County Roadway System~~s~~.

Substandard roads are a particular problem in June Lake. In 1981, the Mono County Public Works Department recognized the Loop's existing constraints to roadway construction and developed a special set of arterial/commercial and collector/residential road standards tailored to meet those constraints. These standards permit lower design speeds and narrower roads than in other areas of the county.

Major development projects have been able to comply with these standards, however the costs of upgrading older roads will continue to preclude their improvement and ultimate acceptance into the County maintenance program. This is true throughout the County. Property owners on private roads will continue to bear all maintenance costs as private roads do not qualify for state and federal maintenance funding.

On county roads, the primary needs for local streets and roads are snow removal, regular pavement maintenance and major rehabilitation. Heavy snowstorms, rapid freeze-thaw deterioration and heavy visitor traffic create an unusually high demand for snow removal and regular annual maintenance. The Mono County Road Department currently provides road surface and shoulder repair, signing, striping and snow removal, as well as minor and major improvements such as road surfacing and alignment improvements. Operating revenues that support these services are provided through various state and federal revenue generating programs, including state gas taxes, vehicle code fines, timber receipts, federal and secondary funds, transportation allocations, and motor vehicle license fee taxes. Due to dwindling revenues for road maintenance, Mono County is implementing a regional asset management strategy to ensure efficient expenditure of limited resources in maintaining the local road system.

The potential impacts of large-scale future development on the County road system continue to be a major concern. Traffic volumes of future development may impact portions of the existing road system. There is a need

for mitigation of future impacts to the transportation system and for a standardized means of assessing potential impacts from future projects.

Roads on Native American Lands

The transportation systems serving the Bridgeport Indian Colony and the Benton-Paiute Reservation include county roads, tribal roads, and roads managed by the Bureau of Indian Affairs. Transportation needs for each location include road upgrades, ongoing road maintenance, and new road construction to serve existing and proposed development (see Nelson/Nygaard, Tribal Transportation Needs Assessments).

Maintenance of the Existing Regional/Interregional Transportation System

Maintenance of the existing regional and interregional transportation system is discussed in the Action Element.

Traffic Demand, Mono County

Traffic demand projections for the unincorporated areas of Mono County are based on potential trip generation rates of projected residential land uses. The methodology used to compute those projections is explained in detail in Appendix A – —Traffic Demand Projections, Unincorporated Areas. Table 7 summarizes the data presented in Appendix A.

Note: Traffic demand projections will be revised in a subsequent draft.

TABLE 7 -- Traffic Demand Projections, Mono County

	Estimated Avg.Vehicle Trips	Estimated Peak Hour Vehicle Trips	Estimated % Increase over current ADT
Antelope Valley	334.2	35.7	1.5 %
Bridgeport Valley	330.4	35.2	1.2 %
Mono Basin	120.8	12.9	2.5 %
June Lake	271.4	27.7	14.5 %
Long Valley	328.8	33.9	4.9 %
Tri-Valley	172.5	18.6	9.8 %

The analysis in Appendix A notes that the estimated increases over current Average Daily Traffic (ADT) figures are not significant increases. North Shore Drive into June Lake is expected to help mitigate the larger expected traffic increase in June Lake.

Demand Management Strategies

Transportation Demand Management (TDM) refers to measures designed to reduce vehicle trips, trip lengths, and congestion. TDM encourages wider use of transit, vanpools, carpools, and other alternatives to the single occupant automobile. TDM measures provide alternatives to large investments in new highway and transit systems, which are limited by lack of money, adverse community reactions, and other factors. TDM measures are designed to modify travel demand patterns, resulting in lower capital outlays. They may be implemented within a short timeframe and evaluated quickly. Several policy issues arise in determining the extent to which TDM may be used to reduce congestion, including the effectiveness of voluntary vs. mandatory measures, and the need to apply them only to new development or to all employers of a specific size.

The transportation system in Mono County does not experience severe congestion except in limited areas, and at limited times. Due to a number of factors, some TDM measures are not particularly viable options in the unincorporated areas of Mono County at this time. Bicycling is generally not a year-round option for commuters in many areas of the County due to the long distances traveled and severe winter weather conditions. There is some

potential in county communities to increase pedestrian facilities; the county is pursuing funding to convert county communities (i.e. Crowley Lake, Lee Vining, June Lake, and Bridgeport) to more livable/walkable communities.

Mammoth Lakes is committed to becoming a multi-modal community where automobile usage is minimized due to efficient pedestrian and transit systems. The Town has downsized roads to make room for sidewalks and bike lanes, increased transit facilities, and developed park and ride facilities. In addition, the Town has greatly expanded its trail system for pedestrians, bicyclists, and cross-country skiers.

Due to the high number of people who work outside of the community in which they live, there are opportunities for ridesharing in the county and the town. Currently, Mammoth Mountain Ski Area provides vanpooling and shuttle services for its employees, ESTA offers ~~provides a~~ van-pool opportunities ~~for Bishop residents who work in Mammoth Lakes~~, county employees voluntarily ~~in the Antelope Valley~~ carpool to Bridgeport and Mammoth, and informal park and ride areas are in use throughout the county (e.g. at the junction of Highways 203 and 395 and at June Lake Junction). Mammoth has developed park and ride facilities in the Town and intends to develop more when its current Parking Study is finalized.

The use of transit for commuter and everyday transportation demand management purposes in Mono County is somewhat limited due to the long distances traveled and the relatively small population base. Outside of Mammoth Lakes, transit use within community areas is generally not a viable option. Transit service to recreational destinations, however, is a viable TDM measure in Mono County. Shuttle service to Devil's Postpile National Monument and trolley service to the Lakes Basin has been in place for many years in order to reduce traffic impacts. The Yosemite Area Regional Transportation System (YARTS) provides shuttle service from Mammoth Lakes, June Lake, and Lee Vining (and other counties surrounding Yosemite National Park) to Yosemite Valley and now specifically to Tuolumne Meadows

Recent technological advances, such as Digital 395, may also contribute to transportation demand management. As more people are able to conduct their business electronically via the Digital 395 broadband middle mile telecommunications networks, commuter travel demand should decrease.

Parking Management

Mono County's Land Development Regulations in the General Plan generally require on-site parking in the unincorporated area, developed in compliance with standards in the Regulations. Single-family residences must provide two parking spaces and other uses must provide a specific number of parking spaces based on the intensity of the use. Most parking provided in commercial areas is uncovered, either on-street parking or parking lots. As a part of its General Plan Update, the County has revised its parking requirements to allow for greater flexibility in meeting parking requirements in established central business districts.

Parking standards in Mammoth Lakes are listed in Title 17 (Zoning) of the Town Municipal Code. A minimum of three off-street spaces (one covered) is required for single-family residences. Multi-family and non-residential uses require off-site parking based upon the use intensity. Parking for major developments must be understructure or undersurface in order to improve the aesthetics of projects and to encourage transit or pedestrian facility use. Mammoth Lakes is in the process of completing a Parking Study to evaluate existing conditions and estimate future demand. The study contains recommendations for parking control measures for the commercial portions of the town including park-and-ride lots.

Parking issues and needs include the following:

- Review of proposals for commercial business expansions has shown an inability to meet the parking regulations of commercial built-out in established central business districts in communities such as Bridgeport, Lee Vining, and June Lake. Parking regulations were recently revised to promote alternative means to meet the trip generation impacts of patrons of new or expanded commercial developments. Revised regulations allow for consideration of pedestrian, transit and bike accommodations in lieu of providing some parking spaces. Parking for buses and large trucks will continue to be a problem in some

areas. Future development, particularly of recreational areas and associated commercial uses, will likely increase the demand for parking facilities.

- On-street parking is also a problem in some areas and creates safety concerns. In the winter, on-street parking may hinder snow removal operations. In some communities, on-street parking of large trucks creates a nuisance. The Bridgeport Main Street planning project addressed these issues via an innovative reconfiguration/reduction of travel lanes and parking spaces which has slowed traffic in a desirable fashion and converted former travel lanes into a combination of parallel and back-in angle parking. Parking restrictions continue to apply in the winter during specific hours to allow for snow removal.
- Some communities would like to see the creation of community parking areas instead of requiring all businesses to develop small individual parking areas. At one time, there was ~~There is~~ also interest in Lee Vining to consider developing or designating a site for large truck parking.
- Mammoth Lakes has inadequate parking to meet current and projected future demand. The Parking Study Draft recommends encouraging shared parking, developing two smaller parking facilities for the Village, developing a public parking facility for the southern portion of the town that could also serve as a park-and-ride lot, developing a public parking lot/park-and-ride location on the north side of Main Street, developing a small parking lot on the south side of Main Street between Manzanita Road and Joaquin Road, developing a roundabout or a traffic signal on Main Street to aid pedestrians crossing to park-and-ride lots, and considering the provision of one or two small park-and-ride lots in the Mammoth Camp/Snowcreek/Starwood areas.

Environmental and Energy Impacts

Impacts Resulting from Transportation System Improvements

Environmental impacts resulting from improvements to the transportation system will be limited in Mono County since much of the system is already in place. Road development occurs primarily in developed community areas or adjacent to existing highways. Mono County RTP and General Plan policies focus development in community areas and encourage the use and improvement of existing facilities, rather than construction of new facilities. RTP policies take into account sensitive habitats that have been mapped as part of the companion EIR. General Plan policies require future development with the potential to significantly impact the environment to assess the potential impact(s) prior to project approval and to recommend mitigation measures to avoid, and to mitigate the identified impacts, both on-site and off-site. The previous requirement also applies to potential impacts to the transportation system. In addition, RTP and General Plan policies promote preservation of air quality and scenic resources.

Environmental Mitigation Measures and Enhancement Projects

Caltrans, the Forest Service, the Bureau of Land Management (BLM), the California Department of Fish and Wildlife (CDFW), the Local Transportation Commission (LTC), the County, the Town of Mammoth Lakes, and other interested agencies and organizations have been working together to incorporate environmental mitigation measures and enhancement projects into the planning process for road improvements to both state and local circulation systems. Environmental enhancement grants have been received for several projects, including the Eastern Sierra Scenic Byway and the Mammoth Lakes Trail System.

RTP policies encourage appropriate agencies such as Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, and the Town of Mammoth Lakes to work together to define environmental objectives, to design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, and to incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems. Community areas have been assessed for habitat values and mitigation measures incorporated into policies and directives to allow for streamlined environmental processing via tiering from the RTP EIR.

Impacts to Local Wildlife from Increased Use of System

Increased use of the transportation system may result in impacts to local wildlife. Limited visibility, road speeds, migration paths and driver error result in road kills of deer, rodents, mammals and birds. Caltrans has long endeavored to solve this dilemma by designing roadways and highways in a manner that increases visibility and by limiting the amount and type of vegetation along the shoulders. They have been diligent in providing ample signing opportunities to warn the unaware driver of the deer migration paths and nearby habitats. Caltrans is continuing to assess the potential benefits of additional signing and other measures. Deer crossings under highways have proved effective in some areas, but they are costly and several miles of tall fencing are needed on each side of the crossing to be effective. They have been considered in the area north of the Sonora Junction on Highway 395 and are currently under consideration along Highway 395 south of Mammoth Lakes.

Climate Change

Potential impacts from climate change in the Eastern Sierra include flooding, a substantially reduced snowpack, and related economic impacts due to declines in tourism. There is a need to assess potential related effects on the transportation system, to determine whether there are critical assets that should be protected, and then to develop and implement adaptation strategies to address those potential impacts.

Resource Efficient Transportation System/Greenhouse Gas Reduction

Mono County had developed ~~is in the process of developing~~ a Resource Efficiency Plan (REP)~~,~~ in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: (1) a baseline GHG emissions inventory~~,~~; (2) a GHG emissions forecast and reduction target~~;~~, ~~and~~ (3) policies and programs to achieve the adopted target, and (4) a monitoring program. The REP is incorporated by reference in this RTP; policies and objectives included in the Plan have been included in the policy section of this RTP.

Community Needs and Issues

This section outlines transportation concerns that have been identified by Community and Regional Planning Advisory Committees as being important issues in their communities.

Antelope Valley (Topaz, Coleville, Walker)

- The priority concern in the area is safety improvements on Highway 395 and Eastside Lane. Residents would like to see turn lanes at heavily used areas on Highway 395, such as the high school in Coleville, and possibly at the intersections with Larson Lane, Cunningham, and Topaz Lane. On Eastside Lane, the safety concern is the first turn on Eastside north of its intersection with Highway 395.
- Residents of the Antelope Valley consider their existing community road system, much of which is unimproved private roads, to be adequate. However, existing private roads that are functioning as public roads should be brought up to standard.
- Residents question the need for 4-laning Highway 395 in the Antelope Valley, especially since Nevada presently has no plans for four lanes. Residents would prefer that the route remain two lanes with operational improvements such as shoulder widenings, fences and underpasses for deer, and potentially some landscaping. Residents are also interested in retaining the scenic qualities of Highway 395 between communities.
- There is a great deal of interest in a loop bike route throughout the Valley for use by touring bicyclists. There is some interest in providing facilities for pedestrians and equestrians along a similar loop route. There is some interest in providing mountain biking opportunities along the West Walker River, for example, from the Sonora Bridge to Walker, along the river and/or parallel to Birchu~~i~~m Flat Road.
- Residents of the area would like greater enforcement of vehicles passing in unsafe areas throughout the valley.
- There is a need to consider the installation of call boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.

Swauger Creek/Devil's Gate

- Restricting fence design to facilitate the migration and movement of wildlife, with particular attention given to deer migration routes, Bi-State sage-grouse impacts, and protection from highway traffic.
- Establishing a speed limit of 25 mph on all secondary roads.
- Limiting development of new secondary roads to those necessary for access to private residences; minimizing the visual impact of roads, using construction practices (drainage, culverts, road bases and finishes) that minimize dust and erosion problems; and prohibiting construction on designated wet meadow areas.

Bridgeport Valley

- Residents of Bridgeport, working with consultants and Mono County, recently completed a Main Street Revitalization Plan for U.S. 395 through Bridgeport. That plan addresses many of the concerns outlined below.
- Residents of Bridgeport are concerned about pedestrian and bicyclist safety along Highways 395 and 182 from the Evans Tract to the dam at Bridgeport Reservoir. ~~Many residents bike and walk along the shoulders of the highways in this area~~. The ~~R~~residents ~~would like to~~ recommend as priority items a bike lane on Highway 182, and widening the shoulder ~~widenings~~ along Highways 395 ~~and 182~~ from the Evans Tract to Highway 182. ~~the dam as a priority item.~~
- Other safety concerns include ~~how to~~ enforcement of the speed limit through the town and the design of several intersections, including the Highway 182/395 junction, the Emigrant Street junction with Highway 395 and the Twin Lakes Road junction with Highway 395 south. The number of deer kills on Twin Lakes Road from the start of the Hunewill Hills to Twin Lakes is also a concern.
- Parking is a problem on Main Street and around the county buildings, especially during the months when there are the most visitors and when court is in session. There is some interest in providing additional off-street parking for county employees, people attending court, and visitors to the area, possibly next to the Probation Department or on empty lots on Emigrant Street.
- There is interest in developing a bike lane connecting Bridgeport and Twin Lakes, either by widening the shoulder or by creating a separate bike path that parallels the existing roadway.
- There is ~~also some~~ interest in eventually developing local ~~a loop~~ bike trails and/or loops, and hiking/pedestrian trails, in Bridgeport and the surrounding recreational areas. ~~by connecting the Twin Lakes bike trail to Buckeye Canyon Road and linking that segment to a trail around the reservoir~~.
- There is a need to consider the installation of call boxes where cell service is lacking or where it is unlikely cell service would ever be successful due to topography.

Bodie Hills (Issues/Needs identified in the Bodie Hills Multimodal Plan)

- Issues in the Bodie Hills include improving transportation facilities and upgrading parking facilities, particularly for buses, at Bodie State Park. The Bodie Planning and Advisory Committee has recommended the use of unique and historically compatible modes of travel to Bodie, such as re-activating the old railroad grade from Mono Mills to Bodie, providing for equestrians and horse drawn wagons and carriages in the state park, and establishing a trail system in the Bodie Hills that provides for equestrian, cycling and pedestrian use.
- Transportation improvements into the park and in the area surrounding the park are also needed. Recommendations include paving the Bodie Road up to the cattle guard, having it accepted into the State Highway system at the edge of the Bodie Bowl and designating Highway 270 as a scenic highway with turnouts and interpretive displays. Paving Cottonwood Canyon Road to Bodie is recommended to reduce dust. If visitation continues expanding beyond the carrying capacity of Bodie State Park and to accommodate wintertime visitors, an interagency visitor center and office complex in the Bridgeport townsite ~~near the intersection of S.R. 270 and U.S. 395~~ is recommended. There is some interest in ~~constructing~~ a satellite parking facility and shuttle bus service outside the Bodie Bowl.

Mono Basin (Issues/Needs identified in the Mono Basin Multimodal Plan)

- Maintain the small town quality of life for residents.
- Increase tourism opportunities – develop Lee Vining as a destination rather than a quick-stop highway town.

- Improve visitor services.
- Maintain and increase the attractiveness of the community.
- There is an opportunity to enhance the visual appearance of Lee Vining along Highway 395. Enhancements may include: landscaping, raised pedestrian crossings with variations in pavement texture/appearance, street furniture, revised parking configurations, and provisions for the convenient loading and unloading of tour buses.
- The Caltrans and Mono County road maintenance facilities detract from the appearance of the Lee Vining commercial district. There is an opportunity, if~~as~~ these facilities are relocated, to redevelop those properties in a manner that contributes to an attractive main street appearance. There is also an opportunity to coordinate road maintenance facility needs of other entities, such as Mono County and the Forest Service, with the relocation of the Caltrans shop. If these facilities are not relocated, there is a need to enhance their appearance through landscaping, solid fencing, painting, etc. and provide connectivity to public facilities to the north and east.
- There is an opportunity to balance competing needs through reengineering the five-lane section of Highway 395 through Lee Vining. Competing needs include: convenient parking for business patrons; slower traffic, bike lanes, and pedestrian facilities for residents; traffic flow in front of businesses; and convenient interregional travel for motorists traveling through Mono County.
- The community is interested in developing visual interest and gateway design elements at the north and south entrances to Lee Vining.
- The community is concerned about balancing community goals, such as pedestrian safety and comfort, roadway aesthetics, and community economics with the need to move traffic safely and efficiently along Highway 395.
- There is a desire for pedestrian improvements throughout Lee Vining and adjacent areas. These improvements may include:
    - Safe pedestrian crossings across Highway 395 in Lee Vining. Improvements to slow traffic may include: variations in pavement surface, raised intersections, reconfigured traffic lanes, flashing caution lights, and crosswalk landmarks.
    - ~~A flashing yellow light on Highway 395 north of Lee Vining, to slow southbound traffic entering Lee Vining.~~
    - Post and enforce slow speed limits along Highway 395 within Lee Vining to minimize conflicts with pedestrians crossing the highway. Speeds on Highway 395 along Mono Lake should also be lowered to minimize conflicts with recreational visitors to the lake.
    - Additional pedestrian trails to and from local activity nodes, such as the Mono Basin Visitor Center and Mono Lake.
    - There is need for bikeway improvements throughout the Mono Basin. There are opportunities to include wider shoulders adequate for bike use as part of scheduled road maintenance projects and to provide other improvements for cyclists.
- Lee Vining lacks adequate parking facilities for visitors and buses in the summer months. Much of the existing commercial district lacks sufficient area for onsite parking. Trucks parked throughout the community with idling engines cause air and noise pollution and detract from the attractiveness of the community. Potential solutions to these issues include the following:
    - Restrict truck parking and engine idling in certain areas of Lee Vining and consider siting a truck parking facility in the region.
    - Parking standards tailored to meet Lee Vining's unique conditions have recently been adopted.
    - Acquire land and develop one or more community parking areas for the Lee Vining business district. The existing Caltrans and County road shops, when vacant, could serve as community parking areas.
    - Design parking facilities to enhance the appearance of the business district. Design standards should ensure that future parking areas are well landscaped, sited in scale with adjacent structures, and appropriately buffered from adjacent sensitive land uses.

- There is a need to consider future expansion of Lee Vining when determining community parking needs.
- Highway 120, both west through Yosemite and east to Benton, is closed in the winter. There is local interest in keeping both sections of the highway open longer and in maintaining Highway 120 east to Benton for winter access. There is a need to consider different approaches to increasing funding and responsiveness to maintenance needs on Highway 120 through Yosemite, including:
  - Organizational options, such as Caltrans assuming maintenance responsibility.
  - Establishing a Tioga Pass Authority to maintain the road.
  - Using Park fees for road maintenance.
- There is a need to provide safe access around avalanche hazards on Highway 395 just north of Lee Vining. An avalanche bypass road north of Lee Vining would funnel traffic through the Mono Basin Visitor Center and could also improve access to the tufa area just north of the Visitor Center.
- Local transit services (Mono County Transit Service) could be expanded and improved to better link Lee Vining and Mono City with other communities along the Highway 395 corridor. Local transit should also link Lee Vining with other eastside attractions such as Bodie, South Tufa, and the Lee Vining Airport. Transit vehicles should provide storage for bicycles and backpacks.
- Low cost backpacker shuttles should be considered to reduce multi-day parking.
- As one of the closest public airports to Yosemite National Park, Lee Vining Airport has the potential for increased use by visitors to Yosemite. The County has recently updated the airport master plan, along with the airport land use plan, in order to coordinate improvements and land uses for the airport vicinity.

June Lake (Issues/Needs identified in the June Lake Multimodal Plan)

- SR 158, a two-lane County-designated scenic highway, and the June Lake Loop's major roadway, experiences traffic congestion during peak periods in the winter and summer. Winter travel is further hindered by winter weather conditions.
- Traffic congestion is expected to increase as a result of improvements to June Mountain Ski Area and associated development. Increased traffic will aggravate congestion and conflicts between vehicles and pedestrians, as well as the frequency of accidents.
- Steep slopes, sensitive environmental habitats, and a limited right-of-way hinder the widening of SR 158.
- Small lot configurations, building encroachments into setbacks, and fragmented ownership impede roadway improvements. The inability to provide adequate access to some private lands will limit the development potential of those lands.
- June Lake Village--the central commercial and retail district--lacks a cohesive and integrated system for traffic, parking, and pedestrian circulation. Also, Caltrans reports that the rate of accidents along Route 158 in the June Lake Village exceeds the statewide average for similar highways.
- Parking in the Loop's commercial centers and at recreational facilities is limited or restricted. The lack of adequate parking aggravates traffic flow, creates traffic safety hazards and may constrain tourist sales revenues as well as future development. In winter, on-street parking hinders snow removal and internal circulation.
- Snow removal on SR 158 in the Village during business hours causes a perception of traffic delays and must remove the snow parking problems for businesses. Limited snow storage sites have not been established. At times, pedestrians must share plowed roadways in the Village with vehicles, increasing traffic congestion and safety hazards.
- The limited circulation system creates both internal and external circulation problems. Restricted internal circulation could hamper firefighting or other emergency efforts. Limited external access, i.e. mobility between the Loop and Highway 395, could hinder evacuation efforts in the event of a major catastrophe.
- Many June Lake Loop roadways feature improper grading, shoulder improvements, setbacks, and roadway design. These features increase the cost of maintenance, repair, and snow removal; limit access for emergency service vehicles; and add to erosion and traffic circulation problems.

- Sidewalks along both sides of Highway 158 through the Village are the only existing pedestrian features. Sidewalks feature either an asphalt or concrete surface and vary in width from approximately 4', predominately on the westside, to 2' on the eastside. Obstructions such as stairs with handrails to individual businesses, driveways to individual businesses, portable business signs and signposts, clutter the sidewalks.
- Field surveys with Caltrans personnel have indicated that a June Lake Village project featuring a connector road, community parking lots, and pedestrian improvements could qualify for ~~SAFETEA-LU~~MAP 21 or ATP funding due to its multi-modal aspect of relieving traffic congestion.
- Many roadway easements were drawn without regard for the existing topography or the feasibility of constructing future roadways. Numerous property owners abutting "unbuildable" roadway easements have applied to abandon the public's interest in existing paper roads. The Street and Highway Code establishes the procedure for the County to abandon its interest in public rights-of-way. Under the Code, roads eligible for abandonment must be impassable and the County must not have expended public funds on the road in the last five years. The County Board of Supervisors vacates public rights-of-way on a case-by-case basis after receiving a petition from adjacent property owners, noticing adjacent property owners about the proposal, and holding a public hearing on the proposed vacation. There is an opportunity to identify routes that may be vacated.
- After the County vacates the public interest in rights-of-way along street easements, the property under the former easement reverts to the property owners adjoining the former road easement. Street abandonment often benefits property owners adjacent to roadways by enlarging existing parcels and providing more area for development.
- The County's vacation of road rights-of-way could hinder future fire protection or emergency service efforts by limiting access. Abandonments could also hinder the activities of the June Lake Public Utility District or Southern California Edison, which currently use existing roadway easements for access and for the location of sewer and water facilities and electrical facilities.
- The June Lake Loop lacks distinctive street signs that blend in with the mountain character of the community. As part of the 911 emergency response program, the County has started to install common street signs throughout the County. The signs are constructed out of redwood and mounted on a single 4 x 4 wooden support post. The signs are brown in color and feature white letters routed into the sign face.
- Public transportation in June Lake is limited. There is an opportunity to increase transit access to and throughout the June Lake community including the summer time YARTS stop in June Lake.
- The June Lake Loop can greatly benefit from improved and expanded pedestrian trails to improve safety, to increase pedestrian traffic in commercial areas, and to expand the range of recreational opportunities. Currently, most of June Lake's trails are on public lands managed by the United States Forest Service and provide access to destinations outside of the community. Figure 4 shows existing trailheads and trails in the Loop. There is an opportunity for pedestrian trails on private lands to link major commercial centers with residential development, lodging facilities and recreational nodes.
- Cross-country ski trails, which do not exist in the Loop, could link future development and provide an alternative to automobile travel.
- Potential cross-country ski trail alignments in the Loop are severely limited by avalanche dangers. Other factors limiting trails include the availability of snow on a consistent basis and the existence of private property predominately in the flatter areas of June Lake.

Mammoth Vicinity/Upper Owens

- Maintaining the scenic corridor along Highway 395 and providing bike routes in the western portion of Long Valley on existing roadways.

Long Valley (Long Valley, McGee Creek, Crowley Lake, Aspen Springs, Sunny Slope)

- Issues in the Long Valley area (i.e. the communities of Long Valley, McGee Creek, Crowley Lake/Hilton Creek, Aspen Springs, and Sunny Slope) include maintaining the rural recreational character of the area while developing an effective and safe circulation system. Long Valley residents are interested in providing adequate

emergency access, upgrading local roads to county standards, discouraging traffic in residential areas, and encouraging alternative transportation systems within the communities.

- Residents have expressed an interest in providing bike lanes in the following areas: around Crowley Lake to the Benton Crossing Road; from Long Valley to the Convict Lake Road so that bicyclists can ride off Highway 395; from Long Valley to Mammoth Lakes, possibly along the utility right-of-way; and along South Landing Road.
- One local safety issue is providing routes for pedestrians and cyclists in the Crowley Lake/Hilton Creek area, along Crowley Lake Drive and South Landing Road. The recently completed bikeway along Crowley Lake Drive from South Landing Road to the community center has increased bicycle safety in the community of Crowley Lake. Interest has also been expressed in developing improved trails along portions of the Whiskey Creek riparian corridor through portions of the community.
- Residents are also concerned about safety at the intersection of Lower Rock Creek Road and Highway 395. There is ~~some~~ interest in eliminating that intersection and realigning Lower Rock Creek Road so that it terminates at Crowley Lake Drive at Tom's Place and/or developing a separate Class I bicycle path from Tom's Place to Lower Rock Creek Road.

Wheeler Crest/Paradise (Swall Meadows, Pinon Ranch)

- Residents are interested in providing an improved transportation system that protects and accesses the unique scenic, recreational and environmental resources of the area. Alternative transportation systems, both within the community area and linking the area to other communities in the region, are a major concern. Residents in Paradise are interested in providing a bike lane on Lower Rock Creek Road from Tom's Place to the Inyo County Line.

Tri-Valley (Benton, Hammil, Chalfant)

- Residents are interested in safety and access to the rest of the County. Issues in this area include the provision of adequate and safe access to Highway 6 with sufficient distances between access points; safety along Highway 6 during hazardous conditions (primarily dust storms); the provision of rest stops along Highway 6; the inclusion of Highway 6 into the County-wide scenic highway system for its historic significance; and the provision of a bike path connecting Bishop and Chalfant, either by widening the shoulders along Highway 6 or by providing an alternative route along the abandoned railway lines east of Highway 6. Residents also believe that there is a need for an emergency services facility and an emergency landing strip in Hammil Valley.

Oasis

- Oasis, in the extreme southeastern corner of the county, is separated from the rest of the county by the White Mountains. Access to the area is either from Nevada, or on S.R. 168, which connects Big Pine in Inyo County to Oasis. S.R. 266 connects Oasis to roads in Nevada. Oasis is an agricultural area and has no transportation needs aside from regular maintenance of the existing highway system.

Resource Sharing and Partnership Opportunities

The County, the Town, and the LTC currently participate in several resource sharing/partnership projects:

- The LTC has initiated a collaborative regional transportation planning process with Kern, Inyo and San Bernardino Counties to pool STIP funds for high priority projects for access from Southern California. The collaborative Eastern California Transportation Planning Partnership meets regularly and most recently was responsible for updating regional STIP funding MOUs.
- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite and is in the process of considering adding Tuolumne and Fresno counties to the YARTS service.
- The Town has partnered with Mammoth Mountain Ski Area and Mono County to subsidize airline service, ~~to~~ improve Mammoth Yosemite Airport, and market airline service to Mammoth.

- RTP policies promote the development of additional resource sharing and partnership projects as the opportunity arises.
- The LTC utilizes the Mono County Collaborative Planning Team, which meets regularly and consists of federal, state (including Caltrans), regional and local agencies, as well as the areas two recognized Tribes, ~~to meet regularly~~ to coordinate on planning, transportation and land management issues.
- Mono County LTC is one of 26 rural counties represented by the Rural Counties Task Force (RCTF). In order to provide a direct opportunity for small counties to remain informed, have a voice, and become involved with changing statewide transportation policies and programs, a task force was formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the rural counties.

Coordination with Caltrans Systems Planning

Caltrans conducts long-range planning ("System Planning) for all state routes at the District level. System Planning is composed of three elements: 1) Transportation Concept Reports (TCRs); 2) Route Development Plans (RDPs); and 3) District System Management Plans (DSMPs). The TCR is a concept, with supporting rationale, of how the route should operate and what the physical facility should look like over the next 20 years. The RDP identifies fundable improvements over the next 10-years leading towards attainment of the route concept. The DSMP outlines the system management guide. Since the major roadways in Mono County are state highways, there is a need for close coordination of planning among Caltrans, the Local Transportation Commission, the County, the Town of Mammoth Lakes, and federal and state resource management agencies since much of the land crossed by highways is federal land.

In particular, there is a need for close coordination of planning between the Caltrans office of Local Development Review Planning (IGR/CEQA) and local planning departments to ensure that appropriate upgrades occur to transportation facilities based upon new development projects. Planning and environmental review for new development projects need to consider Level of Service impacts, safety upgrades, Americans with Disability Act requirements, and new construction standards.

There is the potential for appropriate agencies such as Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, and the Town of Mammoth Lakes to work together during the planning process to define environmental objectives, to design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, and to incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems. These agencies should then work together to ensure that identified measures are implemented. There is the potential to obtain cooperative funding for projects. The Bridgeport Main Street Project illustrates the benefit of such coordination, where, with Caltrans assistance, the County, community and LTC obtained a grant that funded a planning process that has slowed traffic, increased parking and provided the basis and framework to seek ATP funding for further Main Street circulation improvements.

Cross-Jurisdictional Communications Network Needs

The County and the Mono County LTC have been working to improve communications concerning transportation projects and needs with surrounding counties and with other transportation service providers in the region.

- The County has initiated a collaborative regional transportation planning process with Kern, Inyo and San Bernardino counties to develop high priority projects for access from Southern California. This partnership was highlighted as a model of collaboration by the CTC Commissioners during the 2014 STIP hearings;
- The County continues to participate in YARTS along with Yosemite National Park, Caltrans, and other counties surrounding Yosemite; and
- The LTC has partnered with Caltrans in an outreach effort to provide local residents with easier access to information concerning transportation projects in the region in order to increase community participation in the planning process. This process includes the use of Regional Planning Advisory Committees (RPACs) that meet regularly to review land use and transportation planning issues and concerns.

Scenic Routes/Scenic Highway Designation

Most of Mono County's scenic resources are visible from the highways and are experienced by visitors primarily from the highways. The county's scenic resources are an important component of its environmental and economic well-being; as a result, there is a need to preserve and improve the scenic qualities of the highways and the scenic resources visible from the highways. Existing scenic highway designations in the county are limited.

State-designated Scenic Highways in Mono County include the following segments (see Figure 2):

- Route 89 between post mile 3.2 and the Alpine County line, post mile 7.6.
- Route 395, in the following sections:
    - From the Inyo County line (post mile 0.0) to the junction with State Route 120 west (post mile 50.7);
    - From post mile 52.0 north of Lee Vining High School to south of the Evans Tract in Bridgeport (post mile 74.5);
    - From the Emigrant Street junction in Bridgeport (post mile 76.8) through Walker Canyon (post mile 104.8); and
    - From the junction with State Route 89 (post mile 117.0) to the Nevada State line (post mile 120.5).

County-designated Scenic Highways are shown in Figure 3 and described in Appendix B. County-designated Scenic Highways are subject to Mono County General Plan policies (Conservation/Open Space Element, Visual Resource policies) and to the requirements of the Scenic Combining District in the county's Land Development Regulations, both of which restrict the type of development that can occur in the scenic highway corridor.

Federally designated Scenic Byways in Mono County include the Eastern Sierra Scenic Byway project, developed via an interagency collaboration with the BLM, US Forest Service, Caltrans and other agencies, which encompasses Highway 120 in Lee Vining Canyon and Highway 395 from the Nevada state line in Mono County to southern Inyo County. Federal funds have been used to provide enhancement projects such as scenic byway kiosks, scenic vista points, and rest areas along the Eastern Sierra Scenic Byway. The LTC is also using a Scenic Byway Planning Grant to develop a formal plan and application to seek designation of Highway 395 as a National Scenic Byway.

There is some interest in providing additional turnouts and scenic vista points along scenic routes throughout the County. Additionally, there is interest in preserving agricultural and open space lands for their scenic values. Caltrans and the County maintain several road shops adjacent to Highway 395 throughout the County. There is some interest in screening or relocating the existing facilities in order to reduce the visual impacts of those facilities or to allow road shop sites located in communities to be redeveloped into private businesses.

FIGURE 2: DESIGNATED STATE SCENIC HIGHWAYS

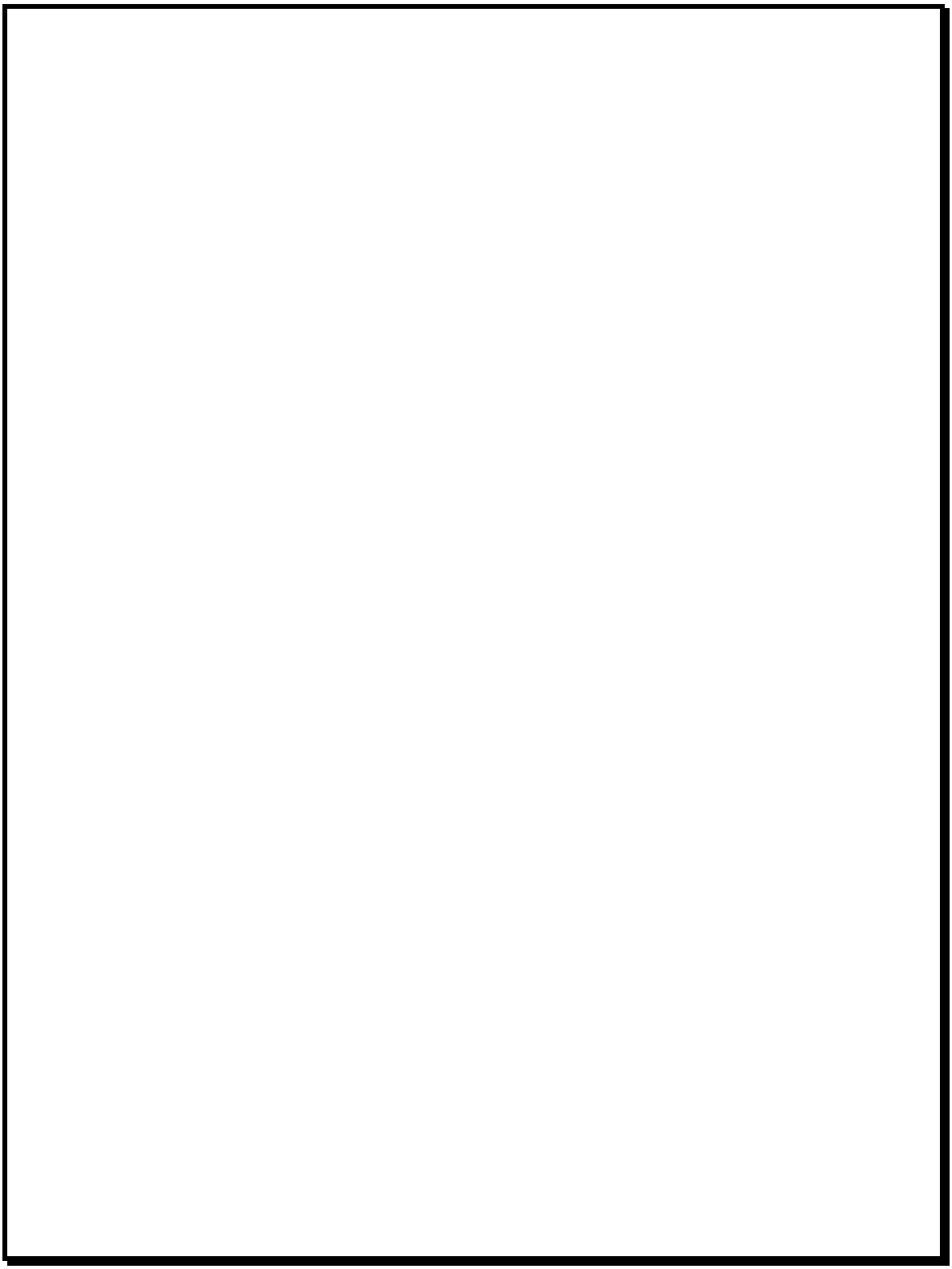
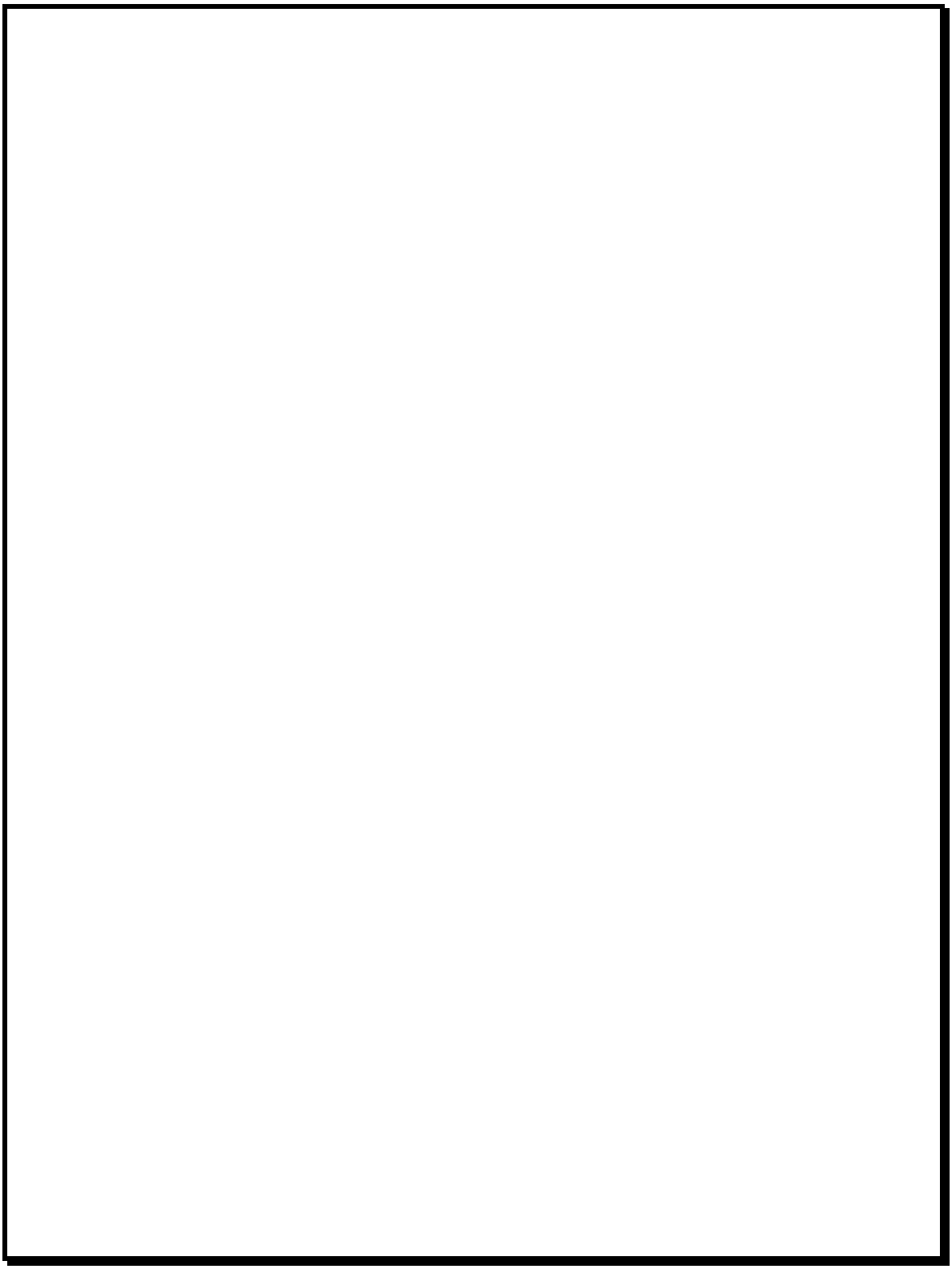


FIGURE 3: DESIGNATED COUNTY SCENIC HIGHWAYS



Town of Mammoth Lakes Transportation System

Road System

The major access into the Town of Mammoth Lakes is provided by State Route (SR) 203, which intersects with US Highway 395, just east of the town limits. SR 203 (also named Main Street) is a four-lane road from US 395 through the majority of the developed portion of the town. SR 203 returns to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area, and terminates at the Mono-Madera county line. Portions of SR 203 are augmented by frontage roads. According to Caltrans' classification system, State Route 203 is a minor arterial for the first 8.3 miles from US 395 through the town, and a minor collector for the westernmost 0.7 miles. Mammoth Scenic Loop, a two-lane road off SR 203, provides secondary access from the town to US 395 to the north. The Town's Road System is shown in Figure 4.

Parking

Parking in Mammoth Lakes is largely provided in private lots. In addition to the substantial parking lots provided at ski access portals, significant private parking facilities are provided at commercial centers. There is one park-and-ride lot located on the corner of Tavern and Old Mammoth; this lot is free, located adjacent to a transit stop, and can accommodate up to 100 cars. Existing parking lots in the town are well utilized during periods of peak visitor activity. The public has noted that traffic congestion in and around the town is caused in part by a shortage of accessible private and public parking. Mammoth Lakes is in the process of completing a Parking Study to evaluate existing conditions and estimate future demand. The study contains recommendations for parking control measures for the commercial portions of the town including park-and-ride lots.

Transit

There are currently several public and private transit operations serving the Town:

Inter-Regional Transit

The Eastern Sierra Transit Authority (ESTA provides) regional and long distance service along Hwy. 395 from locations in the county to Lancaster and Reno. The southern portion of the route provides connections from Lancaster to Los Angeles and Kern Counties, Metrolink, Amtrak, Greyhound and the Inyokern Airport. The northern portion of the route provides access to the Yosemite Area Regional Transportation System (YARTS), Reno-Tahoe International Airport, Amtrak and Greyhound.

Mammoth Express

ESTA operates three round trips per day between Bishop and Mammoth, five days a week, with stops at Tom's Place and Crowley Lake. This route is intended to serve commuters.

Mammoth Fixed Routes

ESTA now operates the year round fixed route services in the Town of Mammoth Lakes, and all winter routes previously operated by MMSA. MMSA contracts with ESTA to provide service to all winter ski portals, including capital replacement costs.~~,~~

Dial-A-Ride (DAR) Services

DAR services are provided in Mammoth. ADA paratransit services are available in Mammoth when DAR services are not available.

Reds Meadow Shuttle

ESTA contracts with the US Forest Service to operate a shuttle from Mammoth Lakes to Reds Meadow and Devils Postpile during the summer months.

Mammoth Mountain - June Mountain Ski Area Winter Shuttle

ESTA operates a winter shuttle between Mammoth and June Lake, 7 days a week, with two round trips per day.

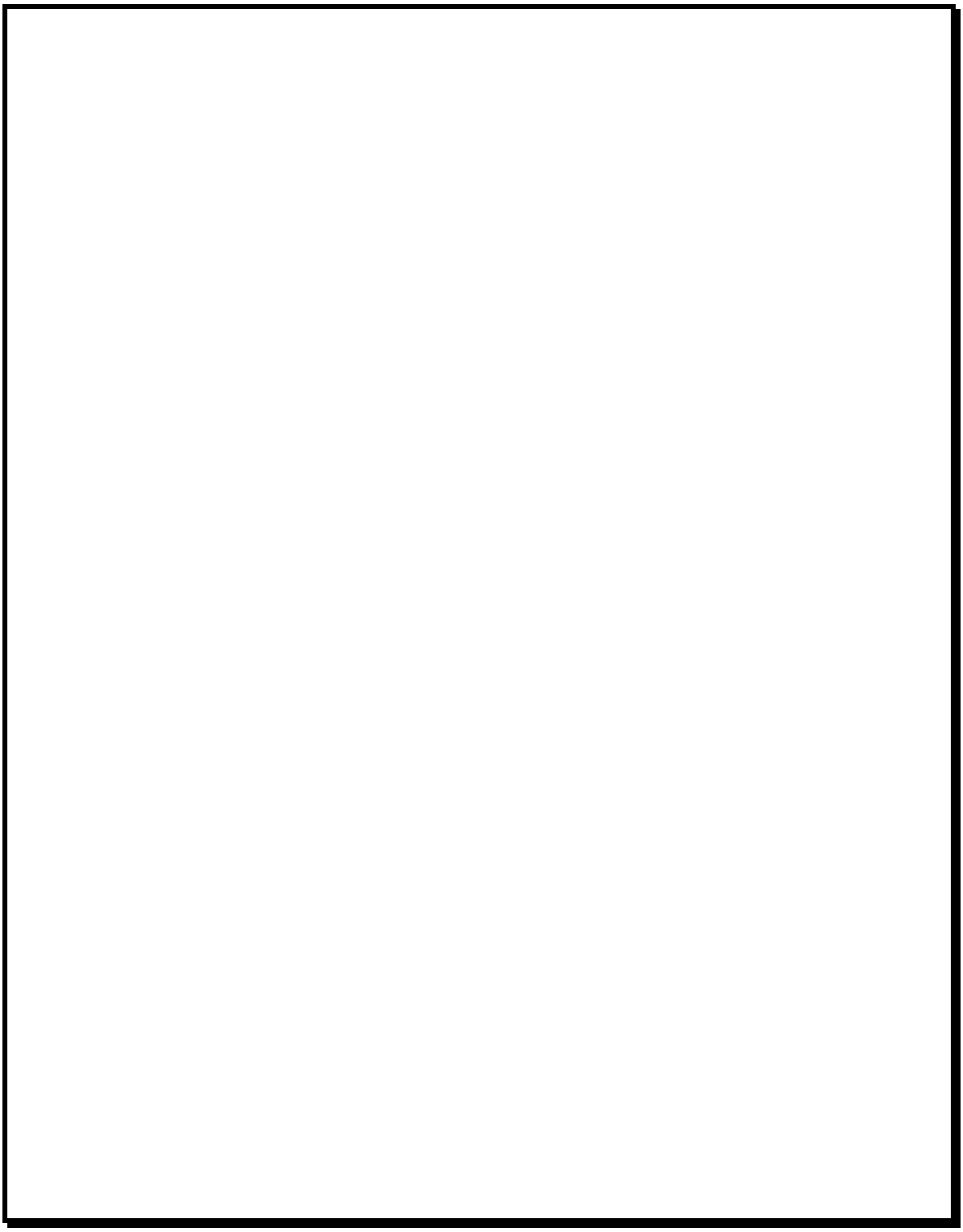
Vanpool
ESTA administers a vanpool program for commuters, with an existing vanpool operating between Mammoth and Bishop.

Yosemite Area Regional Transportation System (YARTS)
During the summer, YARTS provides service to and from Mammoth Lakes in Mono County (and locations in Mariposa and Merced Counties) on a schedule that connects with the Yosemite National Park shuttle service.

Lodging-based Shuttles
Condominiums and hotels in Mammoth Lakes and June Lake provide this service. These shuttles provide on demand service to the Mammoth Yosemite Airport and to the ski areas for lodging guests.

Taxicab Service
Limited taxicab services are offered in Mammoth Lakes on a metered, demand-responsive basis.

FIGURE 4: TOWN OF MAMMOTH LAKES ROAD SYSTEM



Non-Motorized Facilities

Biking, including organized bike races, has become an increasingly popular activity in and around the Town. The *General Bikeway Plan*, updated in February 2014, provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist. Figure 4A shows existing and proposed bike paths in the town.

The *Town of Mammoth Lakes Trail System Master Plan* (MLTSMP) adopted in 2011 focuses on non-motorized facilities for alternative forms of transportation, including pedestrians, bicyclists, and cross-country skiers. The MLTSMP would connect and pass through a series of parks and open-space areas, having numerous access points in and around the town. Because of the significant existing and future traffic congestion in the town and the relatively compact development pattern, non-motorized facilities can be more than recreational facilities. A comprehensive trail system for pedestrian, cycling, and cross-country skiing will reduce auto travel, as well as provide important recreational amenities for visitors and community residents. Experience in similar resort communities has indicated a direct economic benefit from expansion of the trail system. Mammoth has already developed over several miles of multi-use paths, 80 percent of which has been funded with state and federal grant money.

In an effort to further develop an extensive pedestrian system, the Town adopted a comprehensive Pedestrian Master Plan in February 2014 (see Figure 4B).

Aviation

The Mammoth Yosemite Airport is an important attribute to the community. Located eight miles east of the town, the airport is a FAA certified commercial airport, currently offering charter services. The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Scheduled commercial air service is currently available to northern and southern California, Denver and Las Vegas, with routes varying seasonally.

The Mammoth Yosemite Airport provides an important link in the statewide aeronautics system. Pilots flying the Owens Valley-Long Valley corridor along the Eastern Sierra front find the airport to be a vital means of avoiding rapidly shifting weather conditions. The airport is subject to the Federal Aviation Regulations (FAR) Part 139, which sets standards for the operation and safety of airports with small commercial carriers. Under FAR Part 139, the Mammoth Yosemite Airport is required to have established procedure manuals, as well as crash, fire, and rescue equipment.

Additionally, there are helipads located around the town that are operated by the Forest Service and Bureau of Land Management (primarily for firefighting purposes), as well as a helipad at Mammoth Hospital that is used for air ambulance services.

The Town of Mammoth Lakes is currently in the process of updating the layout plan for the Mammoth Yosemite Airport; approval is expected from the FAA shortly. This plan provides for major development and expansion of the airport terminal area, including major infrastructure improvements, aircraft support facilities and passenger terminal. The Mono County Airport Land Use Commission adopted a Comprehensive Land Use Plan (CLUP) for the Mammoth Yosemite Airport in 1998. The CLUP establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

FIGURE 4A: EXISTING & PROPOSED BIKE PATHS, MAMMOTH LAKES

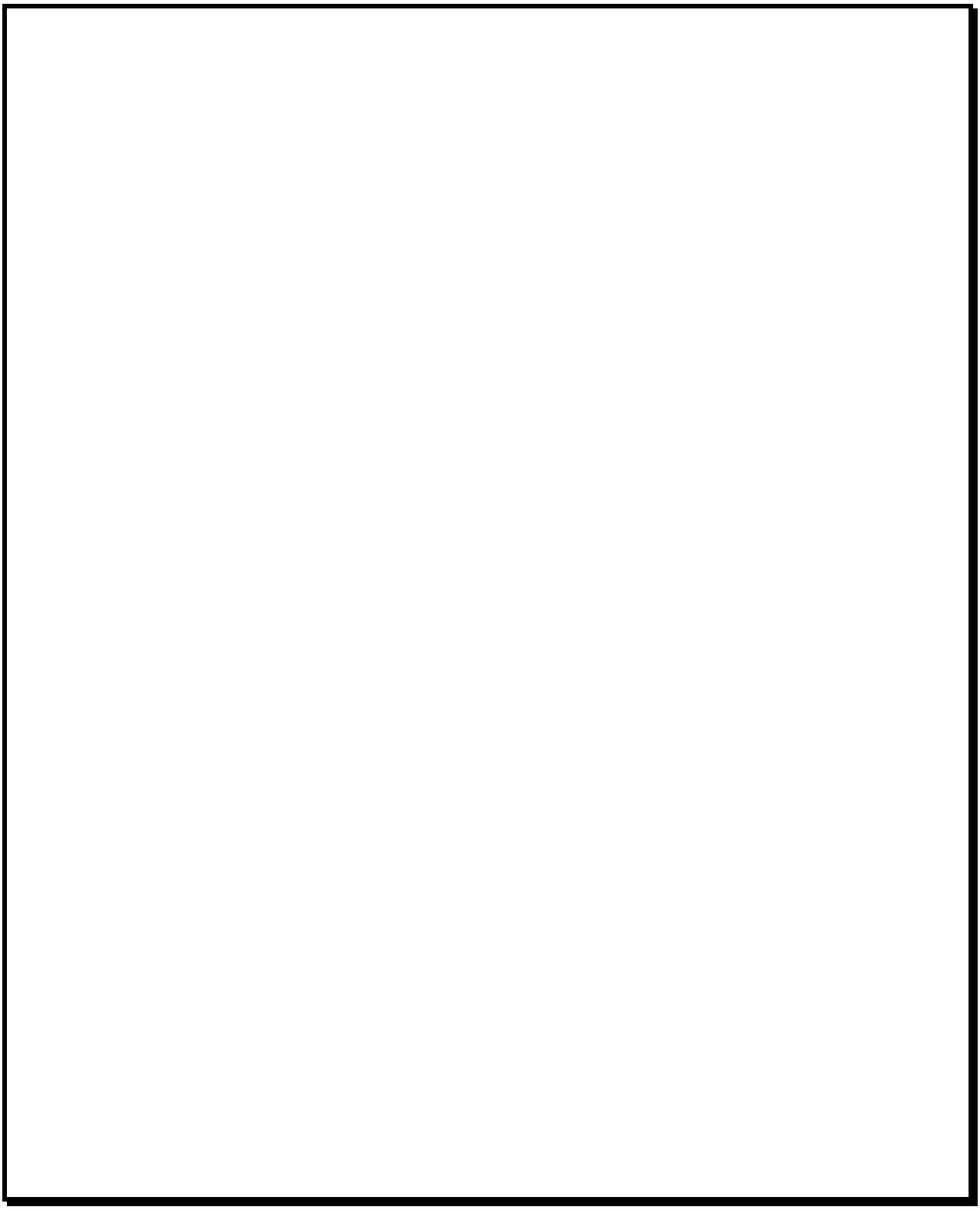
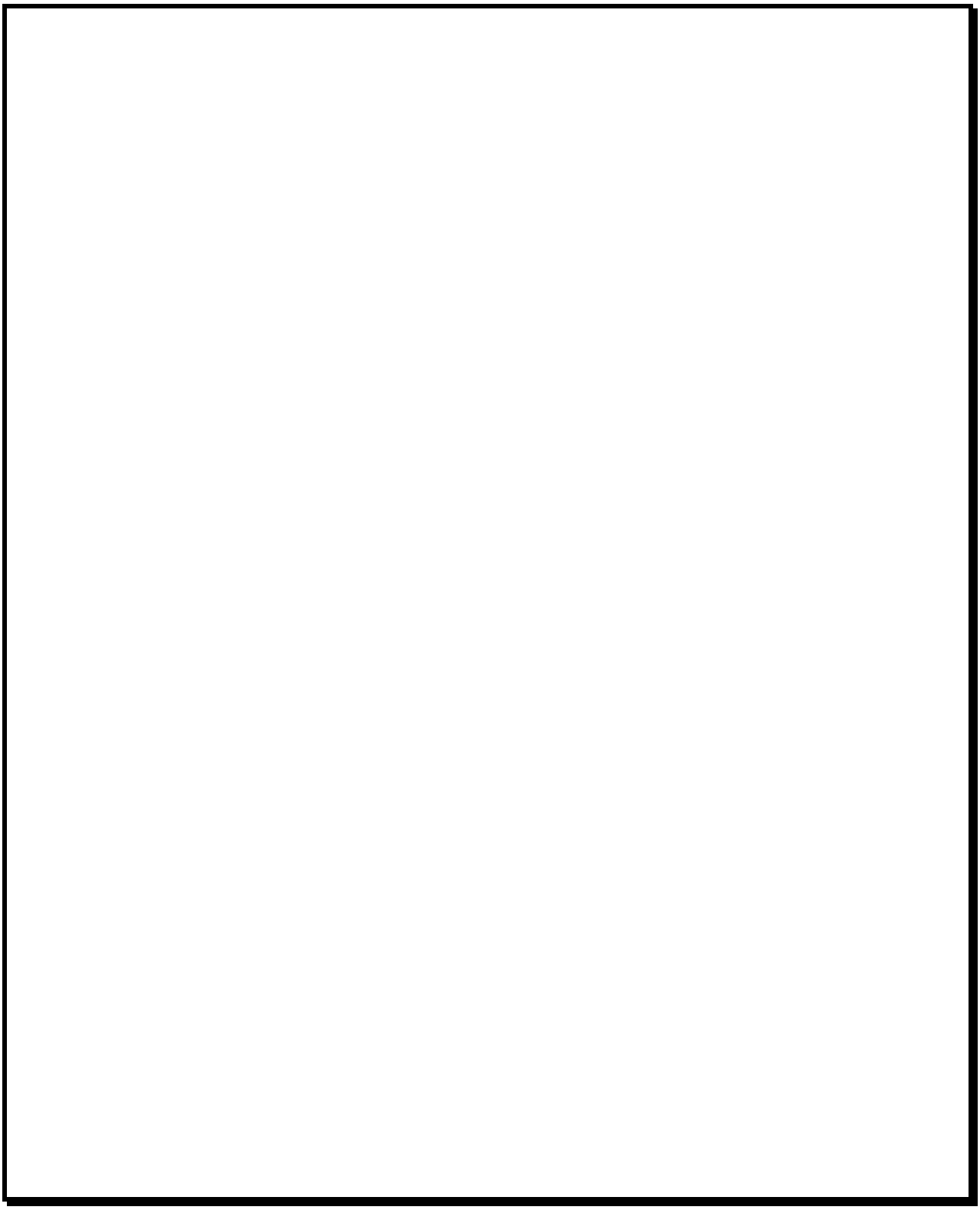


FIGURE 4B: SIDEWALK MASTER PLAN, MAMMOTH LAKES



Transportation Issues

The following transportation issues are excerpts from the Town of Mammoth Lakes General Plan Revised Transportation and Circulation Element.

1. State Route 203 (Main Street) experiences significant traffic congestion in Mammoth Lakes and between the town and Mammoth Mountain Ski Area during the winter months. This traffic congestion adversely impacts air quality due to auto emissions, diesel fumes from buses, and re-suspended road dust and cinders. Traffic congestion is also of concern during certain periods in the summer, both along arterial streets in the town, as well as between Mammoth Lakes, Red's Meadow and Devil's Postpile.

2. There continues to be a reliance on the private automobile. Parking availability is inadequate in commercial activity centers during periods of peak visitor activity, which exacerbates traffic congestion and generates illegal on-street parking that may hinder snow removal and internal circulation, as noted by the town during snow removal operations.

3. The Mammoth Yosemite Airport's ability to offer expanded services (such as commercial scheduled air service) is limited due to inadequate facilities, runways, and aircraft ramps. The lack of infrastructure improvements reduces visitor air access to the region, which in turn maintains dependency on the automobile and perpetuates traffic problems in the community.

4. Traffic congestion is expected to increase as a result of ~~expansion~~ improvements to ~~of~~ the Mammoth Mountain Ski Area as well as new growth areas/developments, including North Village, Sierra Star, and Snowcreek. Increased traffic, due to these expansions and new developments, will aggravate congestion and increase conflicts between vehicles and pedestrians. However, some of the Town's arterial roadways provide traffic capacity in excess of existing or forecast future needs, unnecessarily increasing their impact on the pedestrian/bicycle environment and the overall visual quality of the community.

Travel Demand, Town of Mammoth Lakes

THIS SECTION WILL BE UPDATED IN A SUBSEQUENT DRAFT.

Existing Travel Demand

Travel demands in Mammoth Lakes are defined by resident activity as well as visitor activity. Year-round, the community's permanent population of roughly 7,500 generates travel demand patterns much like any other community of similar size, including employment trips, shopping trips, school trips, and recreational trips. In addition, the community's transportation network is impacted by the travel demand generated by visitors, which add up to roughly an additional 32,500 persons to the overnight population during the winter ski season. A summary of factors impacting existing travel demand is presented in Table 8.

Existing traffic volumes are depicted in Figure 5 (LSA Associates, Inc., *North Village Specific Plan Existing Plus Project Travel Impact Analysis*, Revised June 22, 2000). As shown, the highest traffic volumes in the community are found on Main Street between Minaret Road and Old Mammoth Road, with 15,900 to 16,400 vehicles per typical winter Saturday. The second-busiest street is Old Mammoth Road between Chateau Road and Main Street with 9,400 to 11,500 vehicles per typical winter Saturday. Traffic volumes on all other roadways are less than 10,000 vehicles per day.

TABLE 8 FACTORS AFFECTING TRAVEL DEMAND IN MAMMOTH LAKES

Existing Persons At One Time

Permanent	7,570
Seasonal	2,265
Visitor and 2nd Homeowner	24,432
Total	34,267

Number of Visitors at Each Ski Area Portal (Average Saturday 2004)

	January	February
Little Eagle	2,500	2,625
Canyon Lodge	4,300	4,750
Main Lodge	6,080	6,575

Existing traffic volumes are depicted in Figure 5 (LSC Transportation Consultants, Mammoth Lakes Transportation 2004, and 2024 [build-out year of the General Plan] Traffic Volume Results, December 7, 2004). As shown, the highest traffic volumes in the community are found on Main Street between Minaret Road and Old Mammoth Road, with 1,600 to 1,700 vehicles per hour on a typical winter Saturday. The second busiest street is Old Mammoth Road between Chateau Road and Main Street, with 1,250 to 960 vehicles per hour on a typical winter Saturday. Finally, the traffic volume along Minaret Road immediately north of Main Street is currently 1,090 vehicles per hour on a typical winter Saturday. Traffic volumes on all other roadways are less than 1,000 vehicles per hour.

Review of existing traffic conditions yields the following findings:

- Traffic activity varies substantially with season. Caltrans' counts from the 2003/2004 count season indicate that the average daily traffic on Main Street just east of Minaret Road in the peak summer month (August) of 12,688 vehicles per day slightly exceeds the peak winter month (February) volume of 12,617 vehicles per day. In comparison, the lowest monthly volume of 8,553 occurs in May and corresponds to only 67 percent of the traffic volume in the peak month.
- However, the average Saturday traffic volume along Main Street just east of Minaret Road in January and February was equal to 15,565 and 15,970 vehicles per day, respectively. These average winter Saturday traffic volumes are higher than the average daily traffic volumes occurring on any day throughout the week in the summer. This suggests that although overall traffic volumes are consistently higher during the summer months, winter Saturdays represent the period during which the highest traffic volumes occur.
- Reflecting historic patterns of ski area facilities and amenities, a substantial proportion of existing access to the MMSA is provided via Minaret Road. This concentration of ski traffic (particularly at the end of the ski day) on a two-lane facility, with limited capacity, creates the town's most significant recurring traffic congestion problem.
- On a peak winter day, the Mammoth Mountain Ski Area transit ridership equals approximately 14,200 passengers. This equates to approximately 6,400 skiers, assuming each skier makes one transit round trip per day and that 90 percent of the passengers are skiers. In addition, according to Mammoth Mountain Ski Area, during the 2003/2004 ski season approximately 21,600 skiers visited the ski area on the peak day. Therefore, it is estimated that approximately 30 percent of the skiers access Mammoth Mountain Ski Area by transit.

FIGURE 5: EXISTING TRAFFIC VOLUMES, MAMMOTH LAKES

Future Travel Demand

In addition to general growth in travel resulting from increases in population and visitation, travel demand in Mammoth Lakes will be impacted by the following planned development:

- Implementation of the North Village Specific Plan,
- Completion of development at Snowcreek,
- The Sierra Star project,
- Shady Rest, and
- The Airport Facility and Service Expansion project.

A number of smaller residential and lodging projects will also increase travel demand. As part of the North Village and Sierra Star projects, access to the MMSA will be substantially modified, increasing the proportion of access that is provided by portals other than the Main Lodge.

The recent traffic model update analyses, prepared by LSC, indicate that total peak winter Saturday person trips will increase from the current level of approximately 166,000 to approximately 295,000 at build-out of the General Plan. Considering shifts in travel mode, average winter day traffic volumes on town roadways will generally increase as follows:

- Main Street between Minaret Road and Old Mammoth Road: 24 to 55 percent increase,
- Lake Mary Road between Canyon Boulevard and Kelley Road: 42 to 98 percent increase,
- Old Mammoth Road between Main Street and Meridian Boulevard: 22 to 41 percent increase,
- Minaret Road between Main Street and Meridian Boulevard: 91 to 202 percent increase,
- Minaret Road between Main Street and Forest Trail: 44 to 61 percent increase,
- Minaret Road immediately north of Forest Trail: 71 percent increase, and
- Meridian Boulevard between Old Mammoth Road and Minaret Road: 45 to 129 percent increase.

Transit

Existing Transit Services

The Eastern Sierra Transit Authority (ESTA) was formed through a Joint Powers Agreement (JPA) in October 2006 to replace Inyo Mono Transit as the transit provider in the Eastern Sierra. Its members are Mono County, Inyo County, the Town of Mammoth Lakes, and the City of Bishop. As a transit operator, ESTA provides a variety of local and regional transit services, including demand-response, fixed route, deviated fixed route, ~~and~~ intercity connections to multiple communities in the Eastern Sierra, and regional service to Reno, NV and Lancaster, CA.

ESTA provides transit services in Mono County and regionally. ESTA recently adopted ~~is in the process of updating and adopting~~ the **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update** (April 4, 2014). Th~~at~~is document provides extensive information on existing transit services in the region, a transportation needs assessment for the region, and an implementation plan for providing coordinated services throughout the region. That plan incorporated by reference in the RTP.

The following transit services are currently available in Mono County:

ESTA TRANSIT SERVICES

Inter-Regional Transit

ESTA provides regional and long distance service along Hwy. 395 from locations in the county to Lancaster and Reno. The southern portion of the route provides connections from Lancaster to Los Angeles and Kern Counties, Metrolink, Amtrak, Greyhound and the Inyokern Airport. The northern portion of the route provides access to the Yosemite Area Regional Transportation System (YARTS), Reno-Tahoe International Airport, Amtrak and Greyhound.

Mammoth Express

ESTA operates three round trips per day between Bishop and Mammoth, five days a week, with stops at Tom's Place and Crowley Lake. This route is intended to serve commuters.

Mammoth Fixed Routes

ESTA now operates the year round fixed route services in the Town of Mammoth Lakes~~.~~ , and all winter routes previously operated by MMSA. MMSA contracts with ESTA to provide service to all winter ski portals, including capital replacement costs.

Dial-A-Ride (DAR) Services

DAR services are provided in Walker and Mammoth. ADA paratransit services are available in Mammoth when DAR services are not available.

Reds Meadow Shuttle

ESTA contracts with the US Forest Service to operate a shuttle from Mammoth Lakes to Reds Meadow and Devils Postpile during the summer months.

Mammoth Mountain - June Mountain Ski Area Winter Shuttle

ESTA operates a winter shuttle between Mammoth and June Lake, 7 days a week~~, with two round trips per day~~.

Vanpool

ESTA administers a vanpool program for commuters.~~, with an existing vanpool operating between Mammoth and Bishop.~~

OTHER TRANSPORTATION SERVICES

Yosemite Area Regional Transportation System (YARTS)

During the summer, YARTS provides service to and from Mammoth Lakes, June Lake and Lee Vining in Mono County (and locations in Mariposa and Merced Counties) to Yosemite Valley, and more recently to Tuolumne Meadows as a high country alternative to relieve congestion in Yosemite Valley, on a schedule that connects with the Yosemite National Park shuttle service.

Lodging-based Shuttles
Condominiums and hotels in Mammoth Lakes and June Lake provide this service. These shuttles provide on demand service to the Mammoth Yosemite Airport and to the ski areas for lodging guests.

Taxicab Service
Limited taxicab services are offered in Mammoth Lakes on a metered, demand-responsive basis.

Mono County Senior Services~~Inyo-Mono Area Agency on Aging~~
Mono County Social Services runs the Senior Services program, and ~~IMAAA and the Inyo Mono Senior Program (IMSP)~~ provides transportation services for seniors who cannot ride ESTA buses due to physical limitations. The Agency takes seniors shopping, to the doctor, or to obtain other services, locally or long distance. Senior trips go to destinations such as AARP conventions, Reno, or Los Angeles. Senior Services ~~IMAAA~~ runs a meals-on-wheels program and helps distribute government surplus food throughout the County.

Inyo-Mono Association for the Handicapped (IMAH)
IMAH provides respite care and adult day care services for older adults and developmentally disabled residents. IMAH provides transportation for clients to and from programs as well as to work, using six vehicles they own.

Toiyabe Indian Health Project
The Toiyabe Indian Health Project provides transportation for Native Americans and their families for shopping, medical and other necessary purposes. Based in Bishop, the project provides transportation in both Inyo and Mono Counties.

School Buses
The county's dispersed population and the location of its public schools require some students to travel many miles to and from school. Both the Eastern Sierra Unified School District and the Mammoth Lakes School District provide bus services for their students.

Charter Services
There are no other inter-regional transit services other than private charter lines. The majority of private charters originate in Southern California and less frequently from the Bay Area and Las Vegas. The majority of charter buses stop in Mammoth Lakes. According to the Mammoth Lakes Visitor Bureau, approximately 20 to 30 buses per day serve Mammoth Lakes in the summer months, averaging approximately 40 persons per bus, and approximately 10 to 15 buses arrive per day in the winter months, averaging 40 persons per bus.

Transit Dependent Populations
Transit needs may be assessed in terms of those segments of the population that are dependent on some form of public transportation. In Mono County, these are~~is is~~ generally young people, seniors, disabled persons, or low-income persons. Table 9 shows population projections for young people and seniors. The percentage of young people is projected to remain relatively stable over the next 20 years while the senior population is projected to rise approximately 100 percent over the next 20 years. The senior population often has mobility concerns that require specialized transportation.

TABLE 9 – Population Projections, Young People & Seniors			
	2010	**2020**	**2030**

Under 17 years old	2999 / 21.1%	3268 / 21.7%	3632 / 22.3%
65 years or older	1382 / 9.7%	2286 / 15.2%	3178 / 19.5%
Total Population	14,240	15,037	16,261
Source: State Department of Finance (DOF) populations Projections, Table P-1 (Age), State and County Population Projections by Major Age Group: 2010-2060. See www.dof.ca.gov .			

The current **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan** (2014)~~**Update**~~ prepared for ESTA notes the following concerning transit-dependent populations in Mono County:

- The greatest number of persons over age 65 in Mono County lives in Mammoth Lakes (550).
- Mammoth also has the greatest number of persons living below the poverty level (1,058), as well as a high number of seasonal workers.
- There are 75 households without a vehicle in Mammoth and 53 in June Lake.
- Data on residents with disabilities is not yet available from the 2010 Census.
- Most employment in Mono County is within the tourism sector~~,~~ related to the ski resort, or to county government. Major employers in Mono County (more than 200 employees) include Mammoth Hospital, Mammoth Mountain Ski Area, and Mono ~~the~~ County ~~offices in Bridgeport~~.
- In Mono County, the median household income in $60,469. Around 2.4 percent of households receive Supplemental Social Security, 1.2 percent received cash assistance, and 4.3 receive SNAP benefits.
- Nearly 40 percent of Mono County employed residents work in Mammoth Lakes. Another 11.3 work in Crowley Lake. Approximately 7 percent commute to Bishop and another 5.3 percent commute to Bridgeport. Almost 75 percent of employees working in Mammoth Lakes commute from elsewhere, largely Bishop, Crowley Lake, Chalfant and June Lake. There is a high level of commuting between Bishop and Mammoth Lakes, with a greater number of commuters travelling from Bishop to Mammoth Lakes.
- Population p~~P~~rojections prepared by the California State Department of Finance forecast a very significant growth in older adults who will require access to medical and social services. The senior population (65+) is forecast to increase by 65 percent between 2010 and 2020, and by 130 percent between 2020 and 2030. Between 2020 and 2030, much of the increase will be in residents age 75+.

Transit issues and needs include the following:

- The **Mono County Transit Plan** is incorporated as part of the Mono County RTP (see Chapter I, Planning Process). That plan provides greater detail concerning transit needs, facilities, and services in Mono County. The **Mammoth Lakes Transit Plan** is also incorporated as part of the Mono County RTP and provides greater detail concerning transit needs, facilities, and services in Mammoth Lakes.
- The **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update** is incorporated by reference and provides great detail about transit needs, facilities, and services in Mono County and the Eastern Sierra. That plan identifies a number of issues and opportunities for the continuing provision of transit services in the Eastern Sierra, including:
  - Coordination of existing services;
  - Opportunities to increase coordination among service providers;
  - Barriers to coordination (geographical, staffing, cost of fares, restrictions on the use of certain small vehicles owned and operated by social service agencies, lack of funding);
  - Opportunities to eliminate duplication of services, thereby maximizing limited transportation resources; and
  - Opportunities to plug gaps in service identified by human service agencies in the area.
- The current principal method of transportation to and through Mono County is the highway system. Alternative methods of moving people and goods to and through the County are limited. There is no rail service. The existing airports, because of their high altitude location and the often severe weather conditions in the area, are limited in the amount and type of service that they can accommodate.
- There is a continuing need for increased transit services to reduce congestion and related air quality impacts, particularly in Mammoth Lakes and potentially in June Lake.

- Transit dependent populations in Mono County include young people, seniors, and low-income persons. Over the next twenty years, the population of young people is projected to remain relatively stable while the senior population is projected to increase significantly. Estimates show the number of persons living in poverty to be relatively stable. Although low- -income persons traditionally are transit dependent, social service providers indicate that they tend to be less so in Mono County where the need for a car is greater than in more urbanized areas.
- There are a significant number of commuters in Mono County, particularly between Mammoth Lakes and Bishop.
- The **June Lake Transportation Plan** and the **Bodie Hills Plan** both encourage the development of transit shuttle services in their respective areas.

Non-Motorized Facilities

The unincorporated area of Mono County, outside of the Town of Mammoth Lakes, has few existing bicycle facilities. The following section on bicycle needs in the unincorporated area of Mono County is an excerpt from the Mono County Bicycle Transportation Plan (Draft, 2014):

Existing Bicycle Routes and Signage

Although cycling is an increasingly popular activity in Mono County, the county lacks facilities specifically for bicyclists. Most cycling occurs on roadways where the shoulder may or may not be wide enough to accommodate bicyclists safely. Mountain bike use occurs throughout the county on dirt roads, which generally are not marked as bike trails. The following are the sections of local roads with markings/signage for bike use:

- Bike Route along Crowley Lake Drive and South Landing Road from Tom's Place to Crowley Lake
- Bike Route along Pearson Road in Crowley Lake
- North Shore Drive Bike Route in June Lake
- Share the Road signs along Benton Crossing Road
- Share the Road signs along SR 158 in June Lake
- Bicycle/pedestrian bridge over the East Walker River in Bridgeport
- Recently designated bike lane on Main Street (Hwy 395) in Bridgeport
- Eastside Lane Bike Route in the Antelope Valley

It is the policy of the Local Transportation Commission that when rehabilitation work is planned for local/state highways, that non-motorized users be consulted for ~~…… possible~~ the addition of bike/pedestrain facilities prior to construction. ~~?~~

Existing Rest Facilities

Rest facilities (e.g. restrooms, drinking water, public phones, and air for tires) and parking facilities (for vehicles and bicycles) are available in most communities at the community center, ~~at~~ private facilities in communities, ~~at~~ schools, ~~at~~ county parks, and ~~at~~ U.S. Forest Service facilities. Caltrans maintains the Crestview rest area.

Outside of communities, rest facilities and parking facilities are available at U.S. Forest Service facilities (campgrounds and recreational areas), and at private recreational areas (e.g. Twin Lakes, Brown's Campground on Benton Crossing Road, etc.). There are few rest facilities on the many dirt roads in the county used by bicyclists. Most of those roads are on public lands and the applicable land management policy for those areas is generally to keep them as undeveloped recreational areas.

The Eastern Sierra Scenic Byway provides interpretive kiosks and some rest facilities along the length of US 395 in Mono County and along SR 120 between Yosemite National Park and US 395.

Existing Parking Facilities

Bike racks are located at the following locations:

- June Lake Library and Community Center
- USFS Mono Basin Visitor Center in Lee Vining

- Behind Mono Mart in LV for employees
- County Annex building in BP
- Lee Vining High School
- Lee Vining Community Center
- Town of Mammoth Lakes in various locations (Town staff to comfirm)

Changing Facilities

No bicycle specific changing facilities exist except for restrooms adjacent to the bike racks mentioned above.

Transport Facilities/Public Transit Connections

All Eastern Sierra Transit buses have bike racks. The transit system ~~has~~ recently installed shelters in various communities throughout the county; ~~which will be installed in communities throughout the County,~~ however, the shelters will not be equipped with bike racks.

Bus shelters have been installed at the following locations:

- Crowley Lake Drive, just north of Tom's Place store
- Community Center in Crowley Lake
- Benton, US 6 in front of the school
- Lee Vining, near the Mono Vista RV park and in front of the Caltrans Yard and on Hwy 120 at the Mobile Mart YARTS stop ~~(this is a YARTS stop)~~
- Mono City, on US 395
- Walker, US 395 southbound at Mule Deer Road and northbound across from Mule Deer Road
- Coleville, US 395 southbound just south of the school
- Bridgeport, on Bryant Street next to the Courthouse and on Emigrant Street next to the County Park Tennis Courts
- Town of Mammoth Lakes along Main Street and Meridian Road

Mono County Bicycle Users

The unincorporated area of Mono County, outside of the Town of Mammoth Lakes, has few existing bicycle facilities. With job centers and school locations often outside their community, it is not practical for most people to commute to work on bicycles or for many students to commute to school using bicycles. Both students and workers must often drive many miles to their destination, to a community other than the one in which they reside. Extreme weather conditions also make it difficult to bicycle year-round; snow and ice in many parts of the county limit winter biking opportunities, while extreme heat and dust storms decrease summer biking opportunities in a few other areas.

There is growing interest in commuting by bicycle within communities. There is generally limited traffic congestion, and air quality impacts from automobile use are minimal in the county. Most Mono County communities are small, with relatively flat topography.

~~The County currently has no estimates on the number of existing bicycle commuters in the area, nor the numbers of school children who ride to school. Anecdotal data suggests that numbers for both categories are small. Data from t~~The 2009-2013 American Community Survey indicated 2.5% of workers ride bicycles to work, and 14% walk. However, no data is available for school children walking or riding to school. ~~2000 US Census show that only 3 workers in the unincorporated area commuted to work via bicycle (2000 US Census, SF3, P30).~~

Recreational Use/Bicycling Events

Recreational biking is an increasing tourist attraction in the County, both on county roads and highways and on unpaved roads on public lands. Opportunities for recreational bicycling are abundant. Many of the county's paved roads have little traffic and lead to a variety of scenic recreational destinations. The local cycling community currently produces several large-scale bike events on roads within the County (the High Sierra Fall Century/Gran Fondo, Everest Challenge, Pamper Pedal, and several others). The Sierra Cycling Foundation / Eastside Velo has indicated that organizers would like to attract more large scale biking events to the County.

Safety and Education Programs

Several entities within Mono County conduct bicycle safety and educational programs.

- The Mono County Health Department sponsors bicycle safety activities throughout the year in conjunction with other county and town agencies. There are a limited number of bicycle helmets available for children whose families cannot afford to buy one.
- The Town of Mammoth Lakes Police Department continues to have an ongoing program of bicycle safety and education primarily oriented toward elementary school-aged children. The program includes a yearly "Bicycle Rodeo" for all grades, bicycle inspection, bicycle safety handouts, and bicycle registration. The Bicycle Rodeo focuses on riding safety and instruction, helmet use, traffic sign recognition, bicycle lane use, handling cross-walks, hand signals, etc. Bicycles are checked for safety features such as seats, handlebars, brakes, and tires; a special sticker is issued showing inspection. The program is conducted on a yearly basis. Safety handouts are also available for younger children in the first and second grades.
- Sierra Cycling Foundation's mission is to promote cycling and improve cycling conditions in the Eastern Sierra. SCF advocates bicycle safety and education of cyclists as well as motor vehicle operators. The group strongly supports the "share the road" concept and continually strives to add more miles of "share the road" signs. SCF provides bicycle safety information and suggested routes and rides for cyclists visiting and living in the Eastern Sierra and emphasizes bicycle-safety training for children, mandatory helmet laws, and safer road conditions by working with public works and planning departments in Inyo and Mono counties, the Town of Mammoth Lakes, the city of Bishop, Eastside Velo and Caltrans, District 9.

Types of Bikeways

The Caltrans Highway Design Manual identifies four types of bicycle facilities:

1. Shared Roadway (No bikeway designation).
2. Class I Bikeway (Bike path). Separate right-of-way for bicyclists. Generally should serve corridors not served by streets or highways.
3. Class II Bikeway (Bike lane). Utilizes the shoulder area of roads. Signing and striping separate areas for bicyclists and motorists.
4. Class III Bikeway (Bike route). Similar to a Class II Bikeway, except that the shoulder area is shared with vehicles.

Most of the facilities in the county are Shared Roadways. There is a short Class II Bikeway along Crowley Lake Drive in the vicinity of Aspen Springs as well as in downtown Bridgeport. There are also marked mountain bike routes on dirt roads in the western end of Long Valley. Caltrans District 9 generally pursues 8~~-~~-foot shoulders on highways when feasible to facilitate bike use, and has initiated a District 9 multimodal ~~bike~~ plan to provide additional direction for District 9 facilities.

Selection of the appropriate type of bikeway to meet an identified need is dependent on many factors, including safety, demand, and connection to other bike facilities. The Caltrans Highway Design Manual contains criteria to help determine whether designation of a bikeway is appropriate and, if so, which type is most suitable. The relative cost of various types of facilities is also a consideration.

In Mono County, shared roadways (with a 4-foot paved shoulder and ~~4~~ 8-10 inch edge stripe) will continue to be the most feasible type of bikeway in most areas. Relatively low bicycle demand may make it infeasible to designate bikeways; environmental considerations and maintenance costs may make it difficult to develop separate bike paths.

The Bicycle Transportation Plan contains a list of overall needs related to biking in unincorporated Mono County, which was developed by local bicycling groups, along with lists of specific needs for community areas.

Town of Mammoth Lakes – Non-Motorized Facilities

In Mammoth Lakes, non-motorized facilities for the use of pedestrians, bicyclists, equestrians and cross-country skiers have been comprehensively planned. Because of the significant existing and future traffic congestion in Mammoth Lakes, non-motorized facilities can be more than recreational facilities. A comprehensive system of

walking, bicycle and cross-country trails will reduce auto travel and provide important visual and activity amenities for visitors and community residents. The Town continues to implement its plans for non-motorized facilities by improving and linking additional portions of its trails systems.

Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active transportation modes, such as biking and walking. The goals of the Active Transportation Program are to achieve:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve mandated greenhouse gas reduction goals.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Ten percent of all ATP funding is awarded to small urban and rural areas with populations of 200,000 or less. Twenty-five percent of the funding in this category must benefit disadvantaged communities. Another fifty percent of all ATP funding is awarded competitively on a statewide basis. Twenty-five percent of the funding in that category must benefit disadvantaged communities as well.

Funding is available for a variety of project types, including infrastructure and non-infrastructure projects, e.g.:

- Development of new bikeways and walkways that improve mobility, access, or safety for nonmotorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
- Elimination of hazardous conditions on existing bikeways and walkways.
- Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations.
- Bicycle-carrying facilities on public transit.
- Establishment or expansion of a bike share program.
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails.
- Education programs to increase bicycling and walking, and other non-infrastructure investments that demonstrate effectiveness in increasing active transportation
- Development and publishing of community walking and biking maps, including school route/travel plans.
- Components of open streets events directly linked to the promotion of a new infrastructure project.
- Development of a bike, pedestrian or active transportation plan.

Disadvantaged Communities

A portion of Active Transportation Program funding must go to Disadvantaged Communities. For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80% of the statewide average based on census tract level data from the American Community Survey.
- An area identified as among the most disadvantaged 10% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.
- At least 75% of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program. Applicants using this measure must indicate how the

project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the criteria identified above, the applicant may submit a quantitative assessment of why the community should be considered disadvantaged. There are currently no communities in Mono County that meet the criteria for qualification as a disadvantaged community. Standardized state data often does not capture Mono County's small, rural communities well.

Non-motorized issues and needs include the following:

- The County completed a Trails Plan, including a General Bikeway Plan, in 1994. That Plan is incorporated as part of the Mono County RTP and was adopted with the 1994 Update of the RTP. It provides comprehensive planning for non-motorized facilities in the unincorporated areas.
- The overall purpose of the Mono County Trails Plan is to establish trail systems that facilitate multi-modal travel and recreation within, around and between unincorporated communities in the county. The plan addresses regional routes that provide access to communities throughout the county and to major recreational areas and existing trail systems, and community routes that provide access throughout communities and to surrounding recreational areas.
- The Trails Plan is intended to expand upon and implement policies in the Mono County General Plan, associated Area Plans, and the RTP, and to coordinate with the applicable plans of Federal land management agencies. The Plan focuses primarily on the development of facilities for recreational users, both residents and visitors.
- Mono County's General Bikeway Plan is currently ~~in the process of~~ being updated as part of this RTP Update.
- The Mammoth Lakes General Bikeway Plan (Draft, 2014), Mammoth Lakes Pedestrian Master Plan (Draft, 2014), Mammoth Lakes Trail System Master Plan (2011), and the Municipal Wayfinding Master Plan (2012) are incorporated as part of the Mono County RTP. Those documents provide comprehensive planning for non-motorized facilities in the Town of Mammoth Lakes.
- There is a growing need for additional trail systems throughout the County, both within and between community areas. There is the potential to link existing trail systems, which are predominantly on public lands, to newly developed trail systems on private and county lands in community areas. State planning law (Section 65302 (e) et seq. of the Government Code) requires every city and county to consider a trail system in its open space element. The law also requires every city and county to consider the feasibility of integrating its trail system with appropriate segments of the state system.
- Most bicycle travel in the region now occurs on streets and highways without special bike facilities. This will probably be true in the future as well, particularly as commuting by bicycle increases in popularity in community areas. In some instances, some street systems may be fully adequate for safe and efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. In other cases, signing and/or striping can serve as a means to alert motorists of the presence of bicyclists that may be using the roadway.
- In past RTPs and Circulation Elements, the Mono County LTC adopted the policy that the most important effort that could be undertaken to enhance bicycle travel would be improved maintenance of existing roads that are used regularly by bicyclists. This effort requires ~~that~~ increased attention ~~be given~~ to the shoulder portion of roadways where bicyclists are expected to ride. Caltrans has indicated that they have put increased sweeping into their maintenance budget and have received good feedback.
- The consideration of bicycle needs in construction projects and in safety and operational improvements is also important. Through the Mono County Trails Plan the County road system has been reviewed to determine the immediate needs of bicyclists in terms of increasing safety for riders and requests by users for bicycle lanes. Many rural highways are used by touring bicyclists and locals for recreational travel and travel between communities. The development and maintenance of paved roadway shoulders with a wider 8-10~~standard four-~~ inch edgeline stripe would significantly improve the safety and capacity for bicyclists.
- There is an opportunity to create an Eastern Sierra Regional Trail system that would serve the needs of bikers and pedestrians in the Eastern Sierra. This proposed system would provide a regional non-wilderness trail system close to 300 miles long in Inyo and Mono Counties. Ninety percent of the system would be on existing

trails, old railroad alignments, wagon roads, and abandoned roads; ten percent of the system would require new construction. This project has been developed to a conceptual level and requires further development, including community and agency outreach to refine alignments, projects and programs.

- In January 2000, the Mono County LTC voted to support the following requests from the Sierra Cycling Foundation for bike route signing in Mono County on state highways and county routes:
  - Highway 395 north and south from Tom's Place to Highway 158.
  - June Lake Loop (Highway 158) in both directions.
  - Highway 120 to Benton in both directions.
  - Highway 395 north of June Lake Junction to Lee Vining in both directions.
  - Highway 203 from Highway 395 to Mammoth Mountain Ski Area in both directions.
  - Upper Rock Creek Road from Tom's Place to Mosquito Flat in both directions.
  - Lower Rock Creek Road from Tom's Place to the Inyo County Line in both directions.
  - Benton Crossing Road to Highway 120 in both directions.
  - Crowley Lake Drive to Sherwin Creek Road in both directions.
  - Owens River Road in both directions.
- With the exception of Upper Rock Creek Road, all routes have been identified in the RTP and Mono County General Plan Circulation Element as Regional Bike Routes. Caltrans wants to ensure that bike route signage on state highways is coordinated with bike route signage on other county routes. They intend to install signs as soon as they verify that routes proposed for bike route signage are appropriate for bicycle usage.
- There is a need for improved and expanded pedestrian facilities in community areas throughout the County, both to improve safety and to increase access to commercial core areas in communities. Safe Routes to Schools routes can be developed in additional areas. The community issues section of this document identifies those areas where improved pedestrian facilities are needed, such as the June Lake Village. The Livable Communities planning process is developing planning principles, included in this RTP, to convert communities in the county to more walkable communities. The focus is on Crowley Lake, Lee Vining, June Lake, and Bridgeport.
- Active Transportation Program funding provides an opportunity to develop and fund coordinated systems for non-motorized users. There may be an opportunity to target some of the lower-income areas of communities, if they qualify as disadvantaged communities.

Aviation

Three public airports are located in Mono County: Mammoth Yosemite Airport, Lee Vining Airport, and Bridgeport Airport (Bryant Field). In addition to the airports, there are several helipads located throughout the county. The following information on airports in the County is from the California Aviation System Plan (CASP), 2013 Inventory Element.

Mammoth Yosemite Airport

Mammoth Yosemite Airport, located 8 miles east of Mammoth Lakes, is a FAA certified commercial airport offering charter services. It is owned and operated by the Town of Mammoth Lakes. The airport provides convenient access for recreation, tourism, and charter services, as well as emergency access for medical and fire-fighting activities. Mammoth Yosemite Airport has 130 hangars and 80 tie-downs. Eight single-engine planes and 2 multi-engine planes were based there in 2012.

In 2012, the airport reported 8,000 aircraft operations, with 26,196 enplanements and 39,596 total passengers. Of the 8,000 aircraft operations, 129 were air carriers, 1,759 were air taxis, 2,048 were general aviation local flights, 4,029 were general aviation itinerant flights, and 35 were military flights. Total passenger traffic (combined passenger counts reflecting both enplaned and deplaned counts) rose from 53,541 in 2011 to 54,386 in 2012.

The Mammoth Yosemite Airport provides an important link in the statewide aeronautics system. Pilots flying the Owens Valley-Long Valley corridor along the eastern Sierra front find the airport to be a vital means of avoiding rapidly shifting weather conditions. The airport is subject to the Federal Aviation Regulations (FAR) Part 139, which sets standards for the operation and safety of airports with small commercial carriers. Under FAR Part 139,

the Mammoth Yosemite Airport is required to have procedure manuals, as well as crash, fire, and rescue equipment.

Limited year round commercial air service is available to both the Southern California area and the Bay Area. That service is subsidized by Mono County, the Town of Mammoth Lakes, and Mammoth Mountain Ski Area. The Town of Mammoth Lakes has formed a public/private partnership with Mammoth Mountain Ski Area (MMSA) to develop the airport. The Town is developing the airport, including widening and lengthening the runway and taxiways, airline ramps, a new terminal, and other safety improvements. MMSA is providing a revenue guarantee for commercial airline service into the airport. The short-term capital improvement program for Mammoth Yosemite Airport, including improvements and maintenance projects, is included in Chapter 5, Action Element.

Lee Vining Airport

Lee Vining Airport, located in Lee Vining, is designated as a "Limited Use-Recreational Access" facility serving the general aviation public. It is owned and operated by Mono County. The airport provides convenient access for recreation and tourism, as well as emergency access for medical activities.

The airport has three hangars and seven tie-down; currently no aircraft are based there. The airport has a pilot-activated lighting system and a navigational beacon but no aviation fuel is available. The airport is located at an elevation of 6802 feet. In 2012, the airport reported 2000 aircraft operations; all 2000 were general aviation itinerant flights.

Recent improvements at the airport included replacing the runway with a properly graded one that is 4,940 feet long and 60 feet wide and installing paved overruns at both ends of the runway. Future improvements include a full length parallel taxiway, lighting enhancements, perimeter fencing and a card access control gate, and an automatic weather observation system. The short-term capital improvement program for Lee Vining Airport, including improvements and maintenance projects, is included in Chapter 5, Action Element.

Bryant Field (Bridgeport)

Bryant Field Airport, located in Bridgeport, is designated as a "Community—Recreational Access" facility serving the general aviation public. It is owned and operated by Mono County. The airport provides convenient access for business and tourism, as well as emergency access for medical and firefighting activities.

The airport has no hangars and ~~but~~ eighteen tie-downs; currently no aircraft are based there. The airport has a pilot-activated lighting system, a navigational beacon, and aviation fuel available. The airport is located at an elevation of 6,468 feet. The existing runway is 4,239 feet long and 60 feet wide. A parallel taxiway serves about 2/3 of the runway length; extension of the taxiway is limited by the proximity of Bridgeport Reservoir. In 2012, the airport reported 500 aircraft~~port~~ operations; 200 were general aviation local flights, 300 were general aviation itinerant flights. On occasion, the Marine Corps Mountain Warfare Training Center requests special permission to use the airport for training exercises.

Relatively recent safety improvements at the airport include lighted runway distance signs, lighted airport signs, Runway End Identifier Lights (REIL) on runway 34, Precision Approach Path Indicators (PAPI) on Runway 34, lighting vault renovations, and an Automatic Weather Observation System (Superawos). The short-term capital improvement program for Bryant Field, including improvements and maintenance projects, is included in Chapter 5, Action Element. A number of improvements were recently installed at the airport including

Helipads

In addition to the airports, there are several helipads in the County. One is operated by the U.S. Marine Corps at their Mountain Warfare Training Center at Pickle Meadows. Others are operated by the Forest Service and BLM, primarily for firefighting purposes. Helipads located at Mammoth Hospital in Mammoth and at Mono Medical Center in Bridgeport are used for air ambulance services.

Airport Planning Documents

Airport Master Plans guide the future growth and development of an airport and identify improvements needed to respond to aviation demand over a twenty-year timeframe. Master Plans and Airport Layout Plans were last revised for Bryant Field and the Lee Vining Airport in 2007, and for Mammoth Yosemite Airport in 2000.

Comprehensive Land Use Plans (CLUPs) are adopted by the Airport Land Use Commission (ALUC). These plans have two primary purposes: 1) to provide for the orderly growth of each public use airport and the area surrounding the airport within the jurisdiction of the ALUC, and 2) to safeguard the general welfare of the public within the vicinity of the airport. CLUPs were adopted for Bryant Field and the Lee Vining Airport in June, 2006, and for the Mammoth Yosemite Airport in October, 1998.

Aviation Forecasts and Trends

Aircraft activity in Mono County is primarily general aviation activity, i.e. aircraft used for firefighting, emergency services, charter service, business or recreational use. As shown in Tables 10 and 11, general aviation aircraft activity will continue to play an important role in Mono County and the Eastern Sierra region. Aviation services and the existing airport infrastructure are necessary for the movement of people and light cargo, firefighting, and emergency medical purposes. For visitors, the air services provide the only alternate mode of transportation into Mono County (other than driving). For residents, air services permit rapid communication with business, governmental and medical centers throughout other areas of the state and rapid emergency medical transportation when necessary.

Although Mammoth Yosemite Airport is a FAA certified commercial service airport providing charter service, plans are in the works to develop the facility for regularly scheduled passenger service. Mammoth Yosemite Airport is also the only airport in Mono County that provides air cargo service.

TABLE 10 -- Aircraft and Operations Forecast, Bryant Field Airport, 2000-2020

	2000	2005	2010	2015	2020
Based Aircraft:					
Single Engine	1	3	4	4	4
Multi Engine	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	1	3	4	4	4
Annual Aircraft Operations:					
By Type of Operation					
Local	375	375	500	500	500
Itinerant	3,000	3,000	4,000	4,000	4,000
Total	3,375	3,375	4,500	4,500	4,500
By Type of Aircraft					
Single-engine prop.	3,375	3,375	4,500	4,500	4,500
Multi-engine prop.	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	3,375	3,375	4,500	4,500	4,500
By Type of User					
Military	0	0	0	0	0
Air Taxi	0	0	0	0	0
General Aviation	3,375	3,375	4,500	4,500	4,500
Total	3,375	3,375	4,500	4,500	4,500
Aircraft Operations Distribution					
Peak Month	510	510	680	680	680
Peak Week	130	130	130	130	130
Average Day of Peak Month	17	17	23	23	23
Peak Hour of Average Day of Peak Month	3	3	3	3	3
Instrument Operations Demand	150	150	200	200	200
Approach Demand	40	40	50	50	50

Source: Wadell Engineering Corporation, Bryant Field Airport Master Plan/2020, p. 10

TABLE 11 -- Aircraft and Operations Forecast, Lee Vining Airport, 2000-2020

	2000	2005	2010	2015	2020
Based Aircraft:					
Single Engine	1	3	4	4	4
Multi Engine	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	1	3	4	4	4
Annual Aircraft Operations:					
By Type of Operation					
Local	500	500	667	667	667
Itinerant	1,500	1,500	2,000	2,000	2,000
Total	2,000	2,000	2,667	2,667	2,667
By Type of Aircraft					
Single-engine prop.	2,000	2,000	2,667	2,667	2,667
Multi-engine prop.	0	0	0	0	0
Helicopter	0	0	0	0	0
Turboprop	0	0	0	0	0
Turbine	0	0	0	0	0
Total	2,000	2,000	2,667	2,667	2,667
By Type of User					
Military	0	0	0	0	0
Air Taxi	0	0	0	0	0
General Aviation	2,000	2,000	2,667	2,667	2,667
Total	2,000	2,000	2,667	2,667	2,667
Aircraft Operations Distribution					
Peak Month	300	300	400	400	400
Peak Week	80	80	100	100	100
Average Day of Peak Month	10	10	13	13	13
Peak Hour of Average Day of Peak Month	2	2	2	2	2
Instrument Operations Demand	80	80	100	100	100
Approach Demand	20	20	30	30	30

Source: Wadell Engineering Corporation, Lee Vining Airport Master Plan/2020, p. 11

TABLE 12 -- Mono County Airports, Landing and Navigational Aids

	Published Instrument Approach	VASI	REIL	UNICOM	FSS	Control Tower	AWOS	PAPI
Lee Vining	No	No	No	No	No	No	No	No
Bryant Field	No	No	Yes	No	No	No	Yes	Yes
Mammoth Lakes	No	No	No	Yes	No	No	Yes	Yes

NOTES: VASI--Visual Approach Slope Indicator, an airport lighting facility.
REIL--Runway End Identifier Lights.
UNICOM--A non-governmental radio station that may provide airport information.
FSS--Flight Service Station, a communications facility.
AWOS--Automated Weather Observation System.
PAPI--Precision Approach Position Indicator.

Source:Mono County Public Works Department; Town of Mammoth Lakes.

Aviation issues and needs include the following:

- There are no transportation terminals in the County aside from the terminal at the Mammoth Yosemite Airport. Use of that facility is discussed in the Mammoth Yosemite Comprehensive Land Use Plan (CLUP) and the Airport Master Plan. The three airports in the County are important for both residents and visitors. For visitors, the air services provide the only alternate mode of transportation into Mono County. For residents, the air service permits rapid communication with governmental, business, and medical centers in the western part of the state and rapid emergency medical transportation when necessary.
- Land use at all airports in the County is governed by the Airport Land Use Commission (ALUC). The Commission has adopted Comprehensive Land Use Plans (CLUPs) for the airports in the county.
- Expansion of commercial airline service, general aviation operations and transit connections is considered to be an integral element in alleviating surface transportation problems in the Town of Mammoth Lakes. Continued improvement of the Mammoth Yosemite Airport facilities and creation of revenue-generating airport businesses will be necessary before the airport can assume its full role in expanding air transportation services.
- The Town of Mammoth Lakes has formed a public/private partnership with Mammoth Mountain Ski Area (MMSA) to develop the airport. The Town's role is develop the airport as needed, i.e. $ 15 million paving project to widen and lengthen the runway and taxiways, airline ramps, etc.. MMSA is willing to subsidize commercial airline service into the airport and has a letter of commitment from American Airlines. MMSA is considering long-term subsidization of commercial airline service at a cost of approximately $-12 million. The entire project is estimated to cost $-35 million. The FAA, on a 90 %-10 % match, will probably fund approximately $-25 million of the projected costs.
- The California Aviation System Plan (CASP) identifies all the airports in the county as ones considered to be the Eastern Sierra's highest priority facilities in terms of system capacity and safety enhancement. The CASP suggests needed safety improvements at all of the county's airports.
- Operational and safety improvements are planned at Bryant Field and the Lee Vining Airport; the short-term capital improvement programs for Bryant Field and the Lee Vining Airport include these operational and safety improvements (see Chapter 5, Action Element).

SUSTAINABLE COMMUNITIES STRATEGY

Metropolitan Planning Organizations (MPOs) are required to incorporate a Sustainable Communities Strategy (SCS) into their RTP in order to provide a process for meeting ~~setting~~ emissions-reducing goals for each region. The SCS is meant to integrate land use and transportation planning, programs, and projects as a means of reducing greenhouse gas emissions (GHGs). A SCS follows smart growth planning concepts that seek to integrate development with housing and transportation near jobs, shopping, and schools.

The SCS focuses on the following areas:

1. *Identifying the general location of uses, residential densities, and building intensities within the region.*
2. *Identifying areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth.*
3. *Identifying areas within the region sufficient to house an eight-year projection of the regional housing need for the region.*
4. *Identifying a transportation network to service the transportation needs of the region.*
5. *Considering the best practically available scientific information regarding resource areas and farmland in the region.*
6. *Considering the state housing goals.*
7. *Utilizing the most recent planning assumptions, considering local general plans and other factors.*
8. *Establishing forecasted development patterns for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets.*
9. *Providing consistency between the development pattern and allocation of housing units within the region.*
10. *Allowing the regional transportation plan to comply with Section 176 of the federal Clean Air Act.*

Mono County, since it is not a MPO, is not required to develop and implement a SCS as part of the RTP. However, the County has taken a proactive stance towards achieving reductions in GHG emissions. ~~However, d~~Due to the unique physical and land ownership characteristics of land throughout the County, the County has long sought to integrate development within existing communities and to work with the existing transportation system. Mono County and the Town of Mammoth Lakes continue to proactively focus on providing for additional growth within existing communities and on developing a multi-modal transportation system that serves the needs of residents and visitors while at the same time protecting natural resources and reducing greenhouse gas emissions.

The topics to be addressed in a SCS are currently addressed either in the General Plans for Mono County and the Town of Mammoth Lakes, or in the ~~draft~~ Resource Efficiency Plan, discussed previously in this Section. In addition, the County has other plans that support efficient regional development including the draft *Mono County Regional Blueprint* and the *Eastern Sierra Landownership Adjustment Project*. The draft *Mono County Regional Blueprint* is a collaborative planning process that addresses regional growth management and a coordinated approach to transportation planning. The Blueprint includes a long-range vision, guiding principles, and an implementation strategy that are consistent with the Mono County and Town of Mammoth Lakes General Plans and that can be implemented through the General Plans. It focuses on providing a "safe, convenient and efficient multi-modal transportation system that enhances regional connectivity and community mobility."

The *Eastern Sierra Landownership Adjustment Project* (LAP) notes that "the communities in the Eastern Sierra are uniquely protected from over development even as they are sometimes constrained from logical and sustainable growth," due largely to the lack of privately owned land. The Vision Statement of the LAP focuses on providing a regional growth strategy:

> "Federal and state agencies, Inyo and Mono counties, local tribes, interested citizens, organizations, and private landowners will collaborate to explore and develop options to create a landownership pattern in

the Eastern Sierra that better complements collaborative regional goals while preserving private property rights – focusing on opportunities to concentrate development around existing communities and infrastructure; provide workforce housing; maintain agricultural opportunities; protect water and other natural resources and open space; and consolidate agency lands."

CHAPTER 3: REGIONAL POLICY ELEMENT

OVERVIEW

> "The purpose of the Policy Element is to address legislative, planning, financial, and institutional issues and requirements, as well as any areas of regional consensus. The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. Moreover, the Policy Element is a resource for providing input and promoting consistency of action among state, regional and local agencies including: transit agencies, congestion management agencies, employment development departments, the California Highway Patrol, private and public groups, tribal governments, etc."
>
> **Regional Transportation Plan Guidelines, 2010**, p. 93

The Policy Element is required to: 1) describe the transportation issues in the region; 2) identify and quantify regional needs expressed within both short-term (0-10 years) and long-term (10-20 years) planning horizons; and 3) maintain internal consistency with the Financial Element and fund estimates [California Government Code 65080 (b)]. The Policy Element should also describe how policies were developed, identify any significant changes in policies from previous plans, and provide the reasons for those changes.

Transportation issues and regional needs are described in Chapter 2, Needs Assessment. Policies for the Mono County RTP are based on the issues and needs identified in Chapter 2. As described in Chapter 1, Planning Process, the development and updating of the RTP includes ongoing public participation.

The focus of this Policy Element remains the same as in previous RTPs; maintaining existing streets and highways and developing additional transit and non-motorized facilities. The Policy Element should clearly convey the transportation policies of the region. As part of this Element, the discussion should; (1) relay how these policies were developed, (2) identify any significant changes in the policies from the previous plans and (3) provide the reasons for any changes in policies from previous plans

This section contains regionally oriented transportation policies for Mono County. They are presented in the following format [as required by California Government Code 65080 (b)]:

Goals:	End results toward which effort is directed. They are expressed in general terms and are timeless.
Policies:	Direction statements that guide future decisions with specific actions.
Objectives:	Results to be achieved by an identified point in time. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives must be linked to short-range and long-range transportation implementation goals or horizons.

The policies address the following topic areas:

Land Use Issues	Transit
Economic Factors	Parking
Resource Efficiency	Livable Communities
Environmental Issues	Aviation
Operational Improvements	Plan Consistency
Non-Motorized Transportation	Community and Industry Consensus Development

LAND USE ISSUES

GOAL I Correlate development of the transportation and circulation system with land use development.

POLICY 1: Plan and implement a transportation and circulation system that is consistent with the land use, housing and circulation policies in the Mono County General.

Objective 1.1: Evaluate the RTP to ensure consistency with Mono County General Plan policies.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement every four years with update of RTP.

Objective 1.2: Amend these policies as necessary to ensure consistency between the RTP and Mono County General Plan policies.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement every four years with update of RTP.

POLICY 2: Plan and implement a transportation and circulation system to provide, but not substantially exceed, the capacities needed to serve the long-range travel demand of residents and visitors.

Objective 2.1: Periodically update the long range regional travel demand by assessing changes in land use, housing and projected demographic changes, conducting travel surveys throughout the County and traffic counts on county roads, and by incorporating data from Caltrans' traffic monitoring system and traffic census program (e.g. Average Daily Traffic (ADT) volumes for state highways).

Timeframe: Ongoing over the 20-year timeframe of this plan; implement every four years with update of RTP.

Objective 2.2: Implement a biennial traffic counting program on county roads.

Timeframe: Continue biennial counts over the 20-year timeframe of this plan.

Objective 2.3: Continue to collaborate with Caltrans in its ten year origin and destination survey.

Timeframe: Continue every decade.

POLICY 3: Plan and implement a transportation and circulation system that supports the County's Land Use objectives of concentrating development in community areas.

Objective 3.1: Accommodate future circulation and transit demand by using existing facilities more efficiently, or improving and expanding them before building new facilities ~~(fix it first).~~

Objective 3.2 As transportation funding and maintenance dollars continues to be flat (or negative), consider providing a larger portion of discretionary funding towards maintaining and fixing current transportation infrastructure (fix it first).

Timeframe: Ongoing over the 20-year timeframe of this plan; review compliance every four years with update of RTP; review funding with current STIP Transportation Improvement Program cycle .

POLICY 4: Plan and implement a transportation and circulation system that supports the County's Land Use objectives of maintaining and enhancing local economies.

Objective 4.1: Avoid highway bypass of communities; instead, work to develop livable communities in those communities where the highway is Main Street while recognizing inter-regional concerns and functional classification constraints where they exist.

Timeframe: Ongoing over the 20-year timeframe of this plan.

~~**Objective 4.2**~~

Note: The following policy will be updated in a future version to reflect guidance from the new CEQA Guidelines instead of relying on LOS.

POLICY 5: Future land use/development projects with the potential to significantly impact the transportation system shall assess the potential impact(s) prior to project approval. Examples of potential significant impacts include:

1. causing an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system; and/or
2. disrupting or dividing the physical arrangement of an established community.

The analysis shall:

a. be funded by the applicant;
b. be prepared by a qualified person under the direction of Mono County;
c. assess the existing traffic and circulation conditions in the general project vicinity;
d. describe the traffic generation potential of the proposed project both on-site and off-site; and
e. recommend mitigation measures to avoid or mitigate the identified impacts, both on-site and off-site.

Mitigation measures and associated monitoring programs shall be included in the project plans and specifications and shall be made a condition of approval for the project. Projects having significant adverse impacts on the transportation system may be approved only if a statement of overriding considerations is made through the EIR process. Traffic impact mitigation measures may include, but are not limited to, off-site operational improvements, transit improvements, or contributions to a transit fund or road improvement fund.

POLICY 6: Require new development, when determined to be necessary by the Public Works Director and found to be consistent with application laws by County Counsel, to provide dedications for improvements such as bicycle and pedestrian paths, transit facilities, snow storage areas, and rights-of-way for future public roads identified in the Circulation Element, in conformance with the Subdivision Map Act (Government Code Section 66475 et seq.).

Objective 6.1: Amend County Code Section 17.36.100 to conform to Policy 6. Until such time as the County Code is amended, Policy 6 shall supersede Mono County Code Section 17.36.100. The County is in the process of amending its Subdivision Ordinance (Chapter 17 of the Mono County Code).

Timeframe: Within two years.

Objective 6.2~~3~~: Require new specific plans to contain a detailed plan, including financing arrangements, for local roadway and transit improvements (as applicable).

Timeframe: Ongoing over the 20-year timeframe of this plan.

ECONOMIC FACTORS

GOAL I **Plan and implement a transportation and circulation system that is responsive to the County's economic needs and fiscal constraints and that maintains the economic integrity of the County's communities.**

POLICY 1: Continue to develop and implement public/private partnerships for the development, operation, and maintenance of transportation improvements in the County.

Objective 1.1: Seek partnership opportunities for the following projects:

Improvements to Mammoth Yosemite Airport;
Countywide bicycle and pedestrian [WS1] trail development;
Pedestrian improvements in community areas;
Scenic Byway implementation
Transportation options/improvements to Bodie State Historic Park;
Eastern Sierra Transit System;
YARTS; and
Other transportation projects as applicable.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 2: Maintain existing public/private partnerships and seek ways of expanding those partnerships.

Objective 2.1: Maintain the partnership between the Town and Mammoth Mountain Ski Area for airport development. Seek other possible partners for that project.
Timeframe: Ongoing over the 10-year short-term timeframe of this plan.

POLICY 3: Enhancement of the County's tourism and outdoor recreation based economy shall be a high priority in planning and developing transportation improvements for the County.
Objective 3.1: Continue to participate in the Yosemite Area Regional Transportation System (YARTS).
Timeframe: Ongoing over the 20-year timeframe of this plan.
Objective 3.2: Develop bicycle, pedestrian, parking, and transit facilities that enhance accessibility to and around community areas.
Timeframe: See policies for non-motorized facilities later in this chapter.

POLICY 4: Ensure that new development, and related transportation system improvements, occurs only when a funding mechanism is available for the improvements needed to achieve and maintain specified modes and levels of service.
Objective 4.1: Require new development, where applicable, to fund related transportation improvements as a condition of project approval. Under Government Code Section 53077, such developer exactions shall not exceed the cost of the benefit.
Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

POLICY 5: Ensure that those benefiting from transportation improvements pay for those improvements.
Objective 5.1: Prioritize funding responsibility for transportation system improvements as follows:
Improvements that serve countywide traffic demand = State & Federal funding
Improvements that serve local area demand = local funding (public & private)
Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

RESOURCE EFFICIENCY

GOAL I **Plan and implement a resource efficient transportation and circulation system that supports sustainable development within the County.**

Note: ***This section incorporates goals and policies presented in the draft Resource Efficiency Plan developed for Mono County. Many of these policies are already being implemented by Mono County and the Town of Mammoth Lakes but are included here as well to provide a comprehensive policy statement on resource efficient planning and development. The Resource Efficiency Plan serves as Mono County's response to meeting state requirements for a Sustainable Communities Strategy and reducing greenhouse gas emissions.***

POLICY 1: Reduce greenhouse gas (GHG) emissions through local land use and development decisions, and collaborate with local, state, and regional organizations to promote sustainable development.
Objective 1.1: Work with the Town of Mammoth Lakes to identify and address existing and potential regional sources of GHG emissions.
Timeframe: Within the 10-year short-term timeframe of this plan.
Objective 1.2: Analyze impacts of development projects on safety and involve emergency responders and public safety staff early and consistently in development of growth plans.
Timeframe: Within the 10-year short-term timeframe of this plan.
Objective 1.3: Collaborate with the Town of Mammoth Lakes, and regional and state agencies to share land use and community design-related information.
Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 1.4: Continue to involve a diverse group of stakeholders through the Regional Planning Advisory Committees (citizen-based) and the Collaborative Planning Team (agency-based), in planning processes to ensure County planning decisions represent community and stakeholder interests.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

POLICY 2: Provide for viable alternatives to travel in single-occupancy vehicles.

Objective 2.1: Work with major employers to offer voluntary incentives and services that increase the use of alternative forms of transportation, particularly transit serving visitors and visitor-serving employees.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.2: Provide bicycle access to transit services along transit corridors and other routes that may attract bicyclists, such as routes providing access to visitor-serving locations.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.3: Develop a ridesharing program that utilizes a website and/or mobile technology to connect potential carpoolers.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.4: Update and implement a countywide bicycle master plan as part of the RTP to guide bikeway policies and implement development standards to make bicycling safer, more convenient, and enjoyable.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.5: Identify opportunities to offer bicycle-sharing programs in the community

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.6: Encourage the installation of bicycle racks, showers and/or other amenities as part of new commercial and institutional development projects to promote bicycle use by new employees/residents.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 3: Improve the efficiency of County fleet operations.

Objective 3.1: Set fleet efficiency standards for new agency vehicles that can meet climate conditions and needs while reducing fuel use. Purchase or lease fuel efficient or alternative fuel vehicles, including zero or near-zero emission vehicles.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.2: Utilize technology options (e.g., digital service requests accessible by mobile devices) for field personnel to avoid extra trips back to the office.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.3: Install battery systems for vehicles with onboard equipment to decrease truck idling while equipment is used.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.4: When alternative fuel infrastructure (such as compressed natural gas fueling facilities and electric vehicle charging stations) is installed for county government use, ensure public access and use of agency facilities is considered in the design and operation of such facilities.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.5: Provide incentives for the use of fuel-efficient, dual-fuel, or alternative fuel vehicles in agency service contracts.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.6: Perform appropriate vehicle maintenance or retrofits to ensure maximum cold weather performance.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 4: Reduce vehicle miles traveled from employee commutes and County operations.

Objective 4.1: Implement a flexible work schedule for County employees incorporating telecommuting and modified schedules.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.2: Offer County employees incentives to use alternatives to single- occupant auto commuting, such as parking cash-out, flexible schedules, transit incentives, bicycle facilities, bicycle sharing programs, ridesharing services and subsidies, locker/shower facilities, and telecommuting.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.3: Offer employees incentives to purchase fuel efficient or alternative fuel vehicles.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.4: Construct bicycle stations for employees that include bicycle storage, showers, and bicycle repair space.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.5: Consolidate offices that community members often visit at the same time (such as building, planning, and environmental health permitting).
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.6: Continue to utilize a crew-based maintenance plan instead of individual assignments, to create a "carpool effect" that lowers the annual miles traveled for maintenance staff.
Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 5: Encourage the use of alternative fuels in County operations and throughout the community.

Objective 5.1: Develop permitting standards for installation of electric vehicle charging stations at residential and commercial buildings.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 5.2: Install electric vehicle charging stations at public facilities, such as at parking lots and airports, for community use.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 5.3: Streamline the permitting process for installing home or business electric vehicle charging stations.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 5.4: Work with SCE and Liberty Utilities to develop and implement an electric vehicle charging infrastructure plan. Coordinate efforts for major routes, such as Hwy. 395, to provide alternative fueling infrastructure for the entire corridor, in compliance with state initiatives.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 5.5: Require large-scale commercial and visitor-serving projects to include electric vehicle charging stations in parking areas.
Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 6: Improve public transportation infrastructure.

Objective 6.1: Work with local transit agencies (YARTS and ESTA) to increase the number and frequency of routes, or capacity of Dial-a-ride programs serving Mono County.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 6.2: Continue to monitor the feasibility of a shuttle service connecting hotels, resorts, and campgrounds to locations such as Bodie, Mono Lake, and the June Mountain ski area through the Unmet Transit Needs process.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 6.3: Use Global Positioning Systems (GPS) and integrated software to increase reliability and timing awareness for system riders through trip planning and location information.
Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 7: Implement engineering and enforcement solutions to improve vehicle fuel efficiency.

Objective 7.1: Support State efforts to implement and enforce limitations on idling for commercial vehicles, construction vehicles, buses and other similar vehicles.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 7.2: Consider the use of roundabouts in lieu of signalized intersections or stop signs as a way to improve traffic flow, reduce accidents, and reduce greenhouse gases, consistent with state

policies and procedures. Coordinate with Caltrans in the implementation of this objective on state highways.
Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 8: Promote the use of off-road vehicle maintenance best practices.
Objective 8.1: Improve maintenance of County off-road vehicles to reduce fuel use and reduce idling time.
Timeframe: Within the 10-year short-term timeframe of this plan.
Objective 8.2: Implement the County's on and off-road equipment replacement plan to comply with CARB's heavy-duty vehicle Tier 4 requirements, to simultaneously reduce fuel use in the County fleet.
Timeframe: Within the 10-year short-term timeframe of this plan.
Objective 8.3: Provide incentives to improve maintenance of agricultural vehicles and equipment to reduce fuel use.
Timeframe: Within the 10-year short-term timeframe of this plan.

ENVIRONMENTAL ISSUES

GOAL I **Plan and implement a transportation and circulation system that provides access to the County's community, economic, and recreational resources while protecting and enhancing its environmental resources.**

POLICY 1: Transportation system improvements shall be conducted in a manner that minimizes disturbance to the natural environment.
Objective 1.1: Future transportation improvement projects with the potential to significantly impact environmental resources shall assess the potential impact(s) prior to project approval in compliance with Mono County General Plan policies in the Conservation/Open Space Element.
Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.
Objective 1.2: Implement policies in the County's Conservation/Open Space Element pertaining to the development and implementation of programs to minimize deer and wildlife kills on roadways in the county, including clearing brush, improving signage, and enforcing speed limits.
Timeframe: Ongoing over the 20-year timeframe of this plan; implement as highway/road projects are proposed.

POLICY 2: Work with applicable agencies to fully integrate environmental review and processing into the regional transportation planning process.
Objective 2.1: Caltrans, the Forest Service, the BLM, the DFG, the LTC, the County, the Town of Mammoth Lakes, applicable citizen planning committees and other appropriate agencies should work together to 1) define environmental objectives, 2) design transportation projects in a manner that improves both the transportation system and the surrounding community and/or natural environment, 3) incorporate environmental mitigation measures and enhancement projects into the planning process for transportation improvements to both state and local circulation systems, and 4) seek funding for implementation of identified mitigation measures and environmental enhancement projects. Potential environmental enhancement projects are identified in Appendix C of this Plan.
Timeframe: Ongoing over the 20-year timeframe of this plan; implement as transportation improvements projects are proposed and developed.

GOAL II **Develop and enhance the transportation and circulation system in a manner that protects the County's natural and scenic resources and that maximizes opportunities for viewing those resources.**

POLICY 1: Develop and maintain roads and highways in a manner that protects natural and scenic resources.

Objective 1.1: Locate roads so that topography and vegetation screen them. When feasible, use existing roads for new development. Minimize cut and fill activities for roadway construction, especially in scenic areas and along hill slopes. Minimize stream crossings in new road construction.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement during project design and construction.

Objective 1.2: Implement BMPs for road maintenance to minimize impacts to sensitive habitats, such as sage grouse.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement during project design and construction.

POLICY 2: Maintain State and Local scenic highway and byway designations and provide opportunities to enhance/interpret natural and scenic resources along those routes.

Objective 2.1: Pursue funding for additional improvements (turnouts, interpretive areas) along Highway 395.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.2: Visually enhance/screen or relocate County and Caltrans maintenance yards along Highway 395 to less visually sensitive areas.
Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 3: Designate additional Federal, State, and Local scenic highways and byways within the County.

Objective 3.1: Work with appropriate agencies and organizations~~, such as CURES (the Coalition for Unified Recreation in the Eastern Sierra),~~ to support the designation of additional scenic highways and byways in the County.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.2: Support recommendations in the BLM's Bishop Area Resource Management Plan for the designation of the following scenic and backcountry byways[2]:

Scenic Byways:	Backcountry Byway:
Geiger Grade (north from Bodie)	Bodie to Aurora Road
Bodie Road	
State Highway 89	

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 4: Incorporate public art into both non-motorized and motorized transportation facilities and projects to enhance user enjoyment and visual appeal.

Objective 4.1: Work with the Mono County Arts Council or other agencies to acquire funding for public art projects as part of related transportation improvement projects.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.2: Where feasible, use public art elements such as natural rock sculptures or designed low-profile screening to enhance corridor scenic qualities and mitigate potential visual impacts.
Timeframe: Within the 10-year short-term timeframe of this plan.

GOAL III Provide for the development of a transportation and circulation system that preserves air quality in the County.

POLICY 1: Implement Transportation Demand Management (TDM) measures to reduce the amount of investment required in new or expanded facilities, reduce auto emissions, and increase the energy efficiency of the transportation system. Share responsibility for implementation of TDM actions with the Town, Caltrans and the private sector, including developers of new projects and existing employers.

Objective 1.1: Develop a TDM program for the county offices.
Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 1.2: Encourage TDM and traffic mitigation measures that divert automobile commute trips to transit whenever it is reasonably convenient. Encourage the following private sector and local agency programs:

a. Programs for new projects may include: site design for transit access, bus turnouts and passenger shelters, secure bicycle parking, street layouts and geometrics which accommodate buses and bicycles, land dedication for transit.
b. Employer programs to encourage transit use to existing job centers may include: transit information centers, transit ticket subsidies for employees, private transit services.

[2]Proposed scenic byways are primarily paved or all-weather maintained roads suitable for standard automobiles. Backcountry byways are not surfaced and usually require a 4-wheel drive vehicle.

c. Local government programs may include: site design for transit access, bus turnouts and passenger shelters, park and ride lots.
d. Advanced technology applications that assist in reducing trip generation and/or provide traveler information to enhance local traffic patterns.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 1.3: Encourage TDM and traffic mitigation measures that increase the average occupancy of vehicles as follows:

a. Employer and developer programs may include vanpools, carpools, ridesharing programs, preferential parking, and transportation coordinator positions.
b. Local government or agency programs may include flexibility in parking requirements.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 1.4: Work as a member of the Rural Counties Task Force to pursue and secure funding for local transportation and demand management projects.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 2: Encourage large employers (50+ employees) to provide transit to employees and to promote carpooling among their employees.

Objective 2.1: Work with existing large employers to set up and monitor employee transit programs, such as employee shuttle services and carpooling.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 2.2: Require future large space development to coordinate transportation services for employees with the provision of employee housing and, if necessary, to submit an employee transportation program as a condition of development approval.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 3: Transportation plans and projects shall be consistent with the Ozone Attainment Plan for Mono County, the Air Quality Management Plan for Mammoth Lakes, the Particulate Emissions Regulations for Mammoth Lakes, the GBUAPCD's Regulation XII, Conformity to State Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act, and other applicable local, state, and federal air emissions regulations.

Objective 3.1: Consult with the Great Basin Unified Air Pollution Control District (GBUAPCD) on transportation plans and projects and on the transportation element of future development projects.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project processing/approval.

LIVABLE COMMUNITIES

GOAL I **Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow and alternative transportation modes to the automobile.**

POLICY 1: Design or modify roadways to keep speeds low within community areas in order to provide a safe and comfortable ~~, walkable pedestrian~~ environment for all users, including bicyclists and pedestrians, through communities.

Objective 1.1: Design or modify roadways to keep speeds on local streets in accordance with Mono County Code 11.12.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 1.2: Design or modify roadways inside communities to keep speeds on arterials and collectors in accordance with Mono County Code 11.12.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 1.3: Increase pedestrian and transit friendliness of streets by using context sensitive design measures such as those identified in the Bridgeport Main Street Plan and as listed below. Some of these measures may not be appropriate on interregional routes.

- Gateway entrances
- Narrower travel lanes (10-11 feet)
- Medians with turning pockets
- Bike lanes
- Provision for parking lanes (7-8 feet)
- Roundabouts
- Bus pullouts for regional and intra-city bus service
- Landscaping between street and sidewalk (such as hanging flower baskets and~~including triple~~ street trees ~~canopy with median~~)
- 6-12 foot wide sidewalks at right-of-way line
- Textured or colored pavement materials in sidewalks and streets in selected locations
- Curb extensions
- Numerous crosswalks
- Flashing lights or other warning devices
- Pedestrian oriented warning signs
- Landscape treatments to help slow traffic
- Building design and placement to give a sense of enclosure
- Aesthetically compatible CMS/speed radar feedback/alert system to slow traffic and enforce speed limits through towns

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

POLICY 2: Increase safety, mobility and access for pedestrians and bicyclists within community areas.

Objective 2.1: Design the street system with multiple connections and direct routes.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 2.2: Provide networks for pedestrians and bicyclists that are as safe as the network for motorists. Functional, safe and secure travel ways for pedestrians and bicyclists may include the following measures:

- Sidewalks with ample widths
- Vertical curbs
- Planter strips to separate sidewalks from the street
- Parked cars along the street
- Crosswalk lanes provided at regular and frequent intervals
- Raised medians with pedestrian refuges where warranted on wide streets
- Context sensitive lighting
- Bus pullouts for regional and intra-city bus service
- Bicycle lanes in town centers serving as a 5 or 6 foot buffer between the parking lane or sidewalk and the travel lane. ~~Bicycle lanes should be striped~~
- Snow removal

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 2.3: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets; e.g., separate trails along direct routes and new access points for walking and biking.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 2.4: Incorporate transit-oriented design features into streetscape renovations, e.g., covered shelters, marked bus pull-outs, along with ADA compatible improvements.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

POLICY 3: Transform communities into more attractive, functional, safe and enjoyable spaces.

Objective 3.1: Utilize context sensitive traffic control alternatives wherever feasible. Explore alternatives to traffic signals including 4-way stop signs and roundabouts.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 3.2: Provide streetscape improvements; e.g., lighting (for edges, walkways, and to screen parking areas), landscaping, benches, trash receptacles.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 3.3: Maintain public spaces; e.g., pressure wash sidewalks, remove litter, groom landscaping, repair damaged benches and trash receptacles.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 3.4: Continue to be creative in dealing with snow plowing and storage in order not to block sidewalks, parking areas, and street access in community areas.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 3.5: Work to improve ADA access in all communities.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 3.6: As land uses and building changes occur, seek to provide a walkable development pattern with a mix of uses within that area. Provide design guidelines to enhance the streetscape appearance.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 3.7: Improve parking in community areas by implementing the following measures:

Clearly mark on-street parking

Provide parking on side streets with direct and easy connections to main street

Control access to parking areas

Consider mixed use designs that incorporate parking behind or below commercial or other structures~~.~~

Improve the layout of onsite parking to minimize pedestrian conflicts and prevent backing into the roadway to exit.

Timeframe: Ongoing over the 20-year timeframe of this project.

POLICY 4: Consider and develop context sensitive design measures for communities. Work with Caltrans to consider and develop "context sensitive design" standards for communities along state Highways including the inter-regional routes.

Objective 4.1: Work with Caltrans to consider and develop context sensitive design standards within developed communities on the state highway system.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 4.2: Identify and develop ~~a~~ demonstration projects for the implementation of context sensitive designs and measure their success, such as has been done along Bridgeport's Main Street.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 4.3: Monitor the work of Caltrans, Division of New Technologies, to keep abreast of new products and features as they are approved.

Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 4.4: Work closely with Caltrans, Mono County, the Town of Mammoth Lakes and product manufactures to have new products developed for applications on the town, county, and state transportation system.

Timeframe: Ongoing over the 20-year timeframe of this project.

OPERATIONAL IMPROVEMENTS

GOAL I **Provide for an improved countywide highway and roadway system to serve the long-range projected travel demand ~~at acceptable levels of service and~~ to improve safety.**

POLICY 1: Enhance the safety of the countywide road system.

Objective 1.1: Support projects on local roads that upgrade structural adequacy, consistent with Caltrans standards and County Road standards.
Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 1.2: Support projects outside of community areas that widen existing narrow streets, highways and bridges in areas experiencing heavy truck traffic, where consistent with the policies of this plan.
Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 1.3: Provide effective measures to increase capacity for arterial roads that are experiencing congested vehicle flow.
Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 1.4: Support an efficient and effective winter snow removal operation.
Timeframe: Ongoing over the 20-year timeframe of this project.

Objective 1.5: Support CMS, HAR, and/or curve warning system (i.e. ITS) deployments where effective in reducing accidents.
Timeframe: Ongoing over the 10 and 20-year timeframe of this plan.

Objective 1.6: Investigate and identify where additional snow storage areas are needed.
Timeframe: Over the 10-year timeframe of this plan.

POLICY 2: Ensure that the County's multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

Action 2.1: Use the CIP to establish improvement priorities and scheduling for transportation system improvement. Prioritize improvement needs based on the premise that maintenance, rehabilitation, and reconstruction of the existing system have first call on available funds.
Timeframe: Ongoing over the 20-year timeframe of this project; review every two years with update of the STIP.

POLICY 3: Local roads shall be engineered using system performance criteria (safety, cost, volume, speed, travel time).

Objective 3.1: Require new development to comply with the County Road Improvement Standards as a condition of project approval. The Department of Public Works shall work with developers to meet this objective where appropriate.
Timeframe: Ongoing over the 20-year timeframe of this plan; implement at time of project approval.

Objective 3.2: Public Works will review and update County road standards to provide alternative design standards.
Timeframe: In the process of being completed.

Objective 3.3: Require correction of potential safety deficiencies (e.g. inadequate road width, lack of traffic control devices, intersection alignment) as a condition of project approval.
Timeframe: Ongoing over the 20-year timeframe of this plan.

POLICY ~~5.~~4 Ensure that transportation projects comply with the requirements of the Americans with Disabilities Act (ADA) and are accessible to all persons.

Objective ~~5.1~~4.1: Integrate ADA requirements into the planning and development processes for all transportation projects.
Timeframe: Ongoing over the 20-year timeframe of this plan.

~~**POLICY 6**: Establish and maintain a Level of Service E or better on a typical peak hour along arterial and collector county roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway intersections that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.~~
~~**Timeframe**: Ongoing over the 20-year timeframe of this plan; review applicability every 4 years during update of RTP.~~
Note: LOS is a dying metric under CEQA…..In work at the State Level (OPR).

GOAL II **Maintain the existing system of streets, roads and highways in good condition.**

POLICY 1: Establish maintenance, rehabilitation and reconstruction priorities for County roads based on financial and health and safety considerations.

Objective 1.1: Work with Caltrans to program a pavement and asset management program in the OWP as maintenance and rehabilitation strategies for County roads.

Timeframe: Ongoing over the 20-year timeframe of this plan; review every two years, during the STIP process.

Objective 1.2: Work with the County Public Works Department to develop maintenance, rehabilitation, and reconstruction priorities for County roadways.

Timeframe: Ongoing over the 20-year timeframe of this plan; review every two years, during the CIP process.

POLICY 2: Pursue all means to maximize funding for asset management and roadway maintenance.

Objective 2.1: Maximize State and Federal funding for roadway maintenance.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement during annual budget process.

Objective 2.2: Promote full distribution of "County Minimum" appropriations.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement during annual budget process.

Objective 2.3: Investigate the use of alternative funding mechanisms for roadway improvements and maintenance; e.g., mitigation fees, sales tax initiatives, redevelopment areas, assessment districts, and the use of zones of benefit.

Timeframe: Within the next 10-years, during the short-term timeframe of this plan.

Objective 2.4: Investigate management alternatives for improving and maintaining privately owned roadways; e.g. county or special district management, community groups or association management. Require new development projects proposing private roads to establish a road maintenance entity as a condition of project approval.

Timeframe: Within the next 10-years, during the short-term timeframe of this plan.

GOAL III Maintain a safe and effective communication system throughout the County.

POLICY 1: Provide each community with adequate, reliable cell phone service in order to provide emergency phone service and to allow for trip reductions and other economic benefits resulting from increased tele-commuting opportunities.

Objective 1.1: Determine areas that need improved cell service and develop a prioritized list of preferred locations for future cell coverage

Timeframe: Within the next two years.

Objective 1.2: Apply ~~Develop~~ cell tower siting and design criteria (see Chapter 11- Utilities of the Mono County General Plan Land Use Element and the Mono County Design Guidelines). ~~At a minimum, the criteria should include the following:~~

~~Towers shall be sited only when there is an identified service provider who has proven a need for the facility.~~
~~Facilities shall be co-located to minimize the number of towers~~
~~Design criteria for the installation of cell towers shall include height limitations, lighting restrictions, requirements for screening and camouflaging, undergrounding of utilities.~~
~~Cell tower owners shall provide a bond to restore the site if the facility is abandoned.~~
~~Cell tower operators shall be required to verify compliance with the FCC's RF Emission Standards.~~

Timeframe: Ongoing~~Within the next two years.~~

~~NON-MOTORIZED TRANSPORTATION~~ ACTIVE TRANSPORTATION

GOAL I **Provide for the use of non-motorized means of transportation ~~within Mono County~~,** which Increases the proportion of trips accomplished by biking and walking~~,~~ increases the safety and mobility of non-motorized users, enhances public health, and provides a broad spectrum of projects to benefit many types of active transportation users

POLICY 1: Develop and implement multi-modal transportation plans for all community areas to provide for the development of well-coordinated and designed non-motorized and motorized transportation facilities.

Objective 1.1: Implement policies and programs in the multi-modal plans adopted for the Bodie Hills, Mono Basin, and June Lake.

Timeframe: Ongoing within the next 5 years as funding becomes available.

Objective 1.~~3~~2: Implement recommendations for non-motorized facilities contained in the Main Street Revitalization Plan for U.S. 395 through Bridgeport.

Timeframe: Currently being completed.

POLICY 2: Seek opportunities for Federal, State, County, Town, and private participation, when appropriate, in the construction and maintenance of non-motorized facilities.

Objective 2.1: Seek partnership opportunities for the following projects:

Countywide bicycle and pedestrian trail development
Pedestrian improvements in community areas
Transportation options to Bodie State Historic Park
Other non-motorized transportation projects as applicable
ADA compliance

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 3: ~~Actively~~ Leverage current funding sources to provide maximum funding opportunities for ~~non-motorized transportation~~ active transportation projects (ATP).

Objective 3.1: Pursue ATP funding for non-motorized transportation projects.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.1: Pursue opportunities for ATP funding for disadvantaged communities by~~,~~ qualifying criteria ~~review requirements~~ and, when possible, submitting data showing how local communities qualify as disadvantaged.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 4: Plan for and provide a continuous and easily accessible trail system within the region, particularly in June Lake and other community areas (see the June Lake Trails Plan, incorporated herein by reference). When possible, use existing roads and trails to develop a trail system. Connect the trail system to commercial and recreational areas and parking facilities.

Objective 4.1: Work with appropriate agencies, organizations, and community groups to further develop the proposed Eastern Sierra Regional Trail (ESRT) for Mono County (Draft Report incorporated herein by reference). The ESRT is currently a conceptual plan for a trail system which would increase recreational opportunities in the County as well as provide crucial linkages to and between communities that are currently not met with existing modes of transit. The conceptual plan includes both historic routes sections and community route sections.

Timeframe: Within the next 10-years, during the short-term timeframe of this plan.

Objective 4.2: Require rehabilitation projects on streets and highways to consider including bicycle facilities (e.g. wider shoulders, ~~or~~ bike lanes or bike climbing lanes) that are safe, easily accessible, convenient to use, and which provide a continuous link between destinations.

Objective 4.3 Project managers for Town, County and State projects shall regularly consult with local citizens, commissions/committees and mobility user groups such as the cycling community, Regional Planning Advisory Committees, and the Town's Planning and Economic Development

Commission during project design to determine if bike and pedestrian facilities are appropriate or warranted.

Timeframe: Ongoing over the 20-year timeframe of this plan: review compliance during the County budget process and the biennial SHOPP, ~~and~~ STIP and ATP process.

POLICY 5: Develop a safe and convenient pedestrian circulation system as a portion of the total active transportation network.

Objective 5.1: Implement the Livable Communities goals and policies as previously discussed in that section (for further information see **Livable Communities for Mono County Report,** Draft, January 30, 2000).

Timeframe: Ongoing over the 20-year timeframe of this plan.

Objective 5.2: Develop additional Safe Routes to Schools routes under the ATP.

Timeframe: Ongoing over the 20-year timeframe of this plan.

TRANSIT

GOAL I **Assist with the development and maintenance of transit systems as a component of multi-modal transportation systems in Mono County.**

POLICY 1: Support ESTA in providing coordinated transit services in the Eastern Sierra.

Objective 1.1: Support implementation of prioritized strategies contained in the **Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update.**

Timeframe: Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

Objective 1.2: Maintain and improve transit services for transit dependent citizens in Mono County, including the continuation and improvement of social service transportation services. Ensure that transit services comply with the requirements of the Americans with Disabilities Act (ADA).

Timeframe: Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

Objective 1.3: Support public transit financially to the level determined 1) by the "reasonable to meet" criteria during the annual unmet needs hearing, and 2) by the amount of available funds.

Timeframe: Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

Objective 1.4~~4~~: Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit. When and where feasible, promote provision of year-round scheduled transit services to link the communities of Mono County with recreational sites and with business and employment centers.

Timeframe: Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

Objective 1.5: Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.

Timeframe: Ongoing over the 20-year timeframe of this plan; review biennially at the time of the STIP planning process.

Objective 1.6: Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies.

Timeframe: Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

Objective 1.7: Work with appropriate agencies to coordinate the provision of transit services in the County in order to provide convenient transfers and connections between transit services.

Timeframe: Ongoing over the 20-year timeframe of this plan; review annually at the time of the "unmet needs" hearing.

POLICY 2: Promote the development of an inter-modal transportation system in Mono County that coordinates the design and implementation of transit systems with parking facilities, trail systems, and airport facilities.

Objective 2.1: Coordinate the design and implementation of transit systems with parking facilities, trail systems, and airport facilities, including convenient transfers among transit routes and various transportation modes.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project planning and design.

Objective 2.2: Encourage paratransit services in community areas. Promote efficiency and cost effectiveness in paratransit service such as use of joint maintenance and other facilities.

Timeframe: Within the 10-year short-term timeframe of this Plan.

Objective 2.3: Require major traffic generating projects to plan for and provide multiple modes of circulation/transportation. This may include fixed transit facilities, such as bus turnouts and passenger shelters.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project planning and design.

POLICY 3: Pursue funding for transit related capital improvements.

Objective 3.1: Establish a transit replacement program that includes funding through the STIP.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 3.2: Pursue funding for capital improvements such as bus shelters, transportation hubs, office space for administration, dispatch centers, vehicle maintenance facilities, etc.

Timeframe: Within the 10-year short-term timeframe of this plan.

POLICY 4: Promote the development of improved inter-regional transit services.

Objective 4.1: If warranted, work with transit service providers to improve the existing regional bus transit service.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.2: Support expansion of the regional air transportation system.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 4.3 Continue to participate in the Yosemite Area Regional Transportation System (YARTS).

Timeframe: Ongoing over the 20-year timeframe of this plan.

PARKING

GOAL I Provide for the parking needs of residents and visitors, particularly in community areas.

POLICY 1: Public parking facilities shall serve the needs of residents and visitors.

Objective 1.1: Inventory parking demand, and existing parking hazards and limitations, in community areas and recreational destinations (e.g. Bodie State Historic Park, Mono Lake, etc.). Develop a prioritized list of needed public parking improvements.

Timeframe: Within the next two years ~~(FY 2009-2010)~~.

Objective 1.2: Design and operate public parking facilities in a manner that maximizes use of those facilities (e.g. joint use parking, centralized community parking for downtown commercial facilities, convenient connections to transit and pedestrian facilities) so that the overall area required for parking is minimized.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

Objective 1.3: Minimize the visual impacts of parking areas through the use of landscaping, enclosed parking, siting that screens the parking from view, or other appropriate measures.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

POLICY 2: Public parking facilities shall be a component of the multi-modal transportation system within Mono County.

Objective 2.1: Connect parking facilities to pedestrian, bicycle, and transit facilities in a manner that provides convenient connections.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

Objective 2.2: In community areas, develop public parking facilities in conjunction with the implementation of livable communities principles (see non-motorized facilities policies).

Timeframe: Ongoing over the 20-year timeframe of this plan; implement at the time of project design and approval.

Objective 2.3: Develop a Park and Ride Master Plan for the county. Ensure that the plan addresses park and ride facilities that provide both for informal carpooling and for linkages with existing and future transit services. The plan should also address funding for the establishment and maintenance of park and ride facilities.

Timeframe: Within the 10-year short-term timeframe of this plan.

AVIATION

GOAL I Provide for the safe, efficient, and economical operation of the existing airports in the County.

POLICY 1: Maintain and increase the safety at county airports.

Objective 1.1: Work with the Town of Mammoth Lakes on the future development of the Mammoth Yosemite Airport to provide improvements to increase the safety and efficiency of the operation.

Timeframe: Within the 10-year short-term timeframe of this plan.

Objective 1.2: Assess safety needs at the Lee Vining and Bridgeport airports, including annual operations and maintenance needs.

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the RTP update process.

Objective 1.3: Obtain available funding for operations and maintenance at county airports.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement annually.

POLICY 2: Maintain adequate facilities throughout the County to meet the demand of residents and visitors for passenger, cargo, agricultural and emergency aviation services.

Objective 2.1: Assess the demand for passenger, cargo, agricultural and emergency aviation services at county airports.

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the RTP update process.

Objective 2.2: Obtain available funding for capital improvements at county airports.

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the STIP process.

POLICY 3: The County's airports shall be a component of the multi-modal transportation system within Mono County.

Objective 3.1: Continue to e~~E~~nsure that transit services are available from the Mammoth Yosemite Airport to Mammoth, and work to expand transit services to surrounding communities (e.g. ~~Mammoth Lakes,~~ June Lake).

Timeframe: Ongoing over 20-year timeframe of this plan.~~When regular airline service to Mammoth Lakes is implemented.~~

POLICY 4: Development and operations of each of the county's airports shall be consistent with surrounding land uses and the surrounding natural environment.

Objective 4.1: The Airport Land Use Commission shall maintain up-to-date Comprehensive Land Use Plans (CLUPs) for the Bridgeport, Lee Vining, and Mammoth Yosemite airports to ensure land use compatibility. The CLUPs shall also be consistent with the County General Plan, the Town of Mammoth Lakes General Plan, applicable Area Plans and Specific Plans and other local plans such as the Inyo and Toiyabe Land and Resource Management Plans, the Mono Basin Scenic Area Comprehensive Management Plan, and the BLM's Resource Management Plan.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement every four years, if necessary, in conjunction with the RTP update.

PLAN CONSISTENCY

GOAL I **Policies and programs in the Mono County RTP shall be consistent with State and Federal goals, policies, and programs pertaining to transportation systems and facilities.**

POLICY 1: Coordinate policies and programs in the Mono County RTP with regional system performance objectives.

Objective 1.1: Coordinate local transportation planning with Caltrans regional system planning for local highways.

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

POLICY 2: Coordinate policies and programs in the Mono County RTP with statewide priorities and issues and State transportation planning documents.

Objective 2.1: Coordinate local transportation planning with Caltrans systems planning for local Highways.

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

Objective 2.2: Ensure that local transportation planning is consistent with the RTIP, STIP, and FSTIP.

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

POLICY 3: Ensure that policies and programs in the Mono County RTP are consistent with Federal and State programs addressing accessibility and mobility.

Objective 3.1: Ensure that local transportation planning is consistent with the requirements of the Americans with Disabilities Act (ADA).

Timeframe: Ongoing over the 20-year timeframe of this plan; review during the STIP process and at the time of the RTP update.

~~**Objective 3.2:** Ensure that local transportation planning is consistent with the requirements of the Welfare to Work program (CalWORKs) by reviewing CalWORKs needs when defining unmet transit needs.~~

~~**Timeframe:** Ongoing over the 20-year timeframe of this plan; implement during the annual unmet needs hearing. Also review CalWORKs needs during the STIP process and at the time of the RTP update.~~

COMMUNITY & INDUSTRY CONSENSUS DEVELOPMENT— PUBLIC PARTICIPATION PLAN

GOAL I **Provide for a community based public participation process that facilitates communication among citizens and agencies within the region and ensures cooperation in the development, adoption, and implementation of regional transportation plans and programs. The desired goal is consensus regarding a system wide approach that maximizes utilization of existing facilities and available financial resources, fosters cooperation, and minimizes duplication of effort.**

POLICY 1: Actively foster the public outreach process in order to increase community participation in the transportation planning process.

Objective 1.1: To improve efficiency and policy coordination, utilize existing community entities whenever possible for public outreach during the transportation planning process.

In the Town of Mammoth Lakes, coordinate transportation planning activities with the following entities:

- Town Council and its advisory commissions/committees, i.e.:
  - Planning Commission and Economic Development Commission
  - Airport Advisory Committee (verify with Town staff)
  - Parks and Recreation Commission
  - Visitor's Bureau
  - Chamber of Commerce
  - Other special purpose advisory groups
- Local special districts, such as the Mammoth Community Water District, the Mammoth Lakes Fire Protection District, and the Hospital District

In the unincorporated area, coordinate transportation planning activities with the following entities:

- Board of Supervisors and its advisory commissions/committees, i.e.:
  - Planning Commission
  - Regional Planning Advisory Committees
  - June Lake Citizens Advisory Committee
  - Tourism Commission
  - Local Chambers of Commerce
  - Other special purpose advisory groups
- Local special districts and regional agencies, such as the Local Agency Formation Commission (LAFCO), the Great Basin Unified Air Pollution Control District (GBUAPCD), the Lahontan Regional Water Quality Control Board (LRWQCB), and Caltrans District 9.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement on monthly basis or as needed.

Objective 1.2: Coordinate transportation planning activities through established forums, such as:

- ~~Coalition for Unified Recreation in the Eastern Sierra (CURES).~~
- Mono County Collaborative Planning Team
- Regional Planning Advisory Committee meetings.
- Workshops on specific transportation related topics (e.g. Livable Communities, pedestrian planning, bicycle planning).
- Annual unmet needs hearing for transit issues
- Annual LTC public hearing.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement as needed to address specific topics.

Objective 1.3: Reach out to solicit input on transportation policies and programs from groups unrepresented or underrepresented in the past; e.g., Native American communities, Hispanic community members, and TOML Hispanic Advisory Committee.

Timeframe: Ongoing over the 20-year timeframe of this plan; develop outreach programs as needed during the next two years.

Objective 1.4: Consult with local tribal governments on a regular basis to ensure that their transportation needs are addressed.

Timeframe: Ongoing annually or as needed over the 20-year timeframe of this plan.

POLICY 2: Coordinate transportation planning outreach programs with Caltrans in a manner that provides for efficient use of agency staff and citizen participation.

Objective 2.1: Group transportation related items on commission/committee agendas quarterly when feasible. Provide Caltrans with descriptions of agenda items at least two weeks before the quarterly meetings.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement on quarterly basis or as needed.

Objective 2.2: For commissions/committees that deal with state highway issues on a more frequent than quarterly basis, facilitate communication between Caltrans and the commissions/committees.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement as needed.

Objective 2.3: Work with Caltrans to ensure consultation with local groups during the preparation of Project Study Reports and similar documents and to allow for public participation during the design phase. For locally initiated transportation planning projects on the State Highway System, coordinate with Caltrans to allow for public participation.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement as needed during the planning process.

Objective 2.4: Coordinate with Caltrans to determine when transportation issues are of such broad community interest that informational meetings or hearings hosted by Caltrans would be the most beneficial way of gathering community input.

Timeframe: Ongoing over the 20-year timeframe of this plan; implement as needed.

CHAPTER 4: COMMUNITY POLICY ELEMENT

OVERVIEW

This chapter includes policies for community areas in Mono County. These policies were developed by local citizens planning advisory committees and reflect community consensus on transportation needs within those community areas. They are intended to be consistent with the regional policies presented in the previous chapter; however, in some cases, public consensus in certain areas may not agree with the regional policies in the previous chapter. These policies should be considered when developing and implementing overall RTP policies and programs.

These policies are presented in a format that is consistent with the Mono County General Plan, i.e. Goals, Objectives, Policies, Actions (except for the Town of Mammoth Lakes policies that are consistent with the Town's General Plan). Policies are presented for the following community areas:

Antelope Valley
Swauger Creek/Devil's Gate
Bridgeport Valley
Bodie Hills
Mono Basin
Yosemite
June Lake
Mammoth Vicinity/Upper Owens
Long Valley
Wheeler Crest
Tri-Valley
Oasis
Town of Mammoth Lakes (under review by TOML)

Policies for the Bodie Hills, Mono Basin, and June Lake are taken from the Multimodal Transportation Plans for those areas.

ANTELOPE VALLEY POLICIES

GOAL

Provide and maintain an orderly, safe, and efficient transportation system that preserves the rural character of the Antelope Valley.

OBJECTIVE A

Retain the existing scenic qualities of Highway 395 in the Antelope Valley.

Policy 1: Ensure that future highway improvements in the Antelope Valley protect the scenic qualities in the area.

Policy 2: Consider additional landscaping along Highway 395 in appropriate areas.

Policy 3: Support preservation of the existing heritage trees along Highway 395.

OBJECTIVE B

Support safety improvements to the existing circulation system in the Valley.

Policy 1: Support operational improvements to the existing 2-lane Highway 395.
Action 1.1: Promote shoulder widenings along Highway 395 to allow for bike, pedestrian, and equestrian use.
Action 1.2: Promote the installation of turn lanes on Highway 395 as needed.
Action 1.3: Consider improvements to reduce deer collisions in the Valley as needed.
Action 1.4: Support operational and safety improvements on Eastside Lane and Highway 395.

OBJECTIVE C

Provide a loop trail system in the Valley for use by bicyclists and pedestrians.

Policy 1: Seek funding for development of multi-use and single-purpose trails along routes to be identified in the Valley.

OBJECTIVE D

Develop a main street program for U.S. 395 in Walker

Policy 1: Create a main street plan for Walker to improve the visitor experience, provide for enhanced wayfinding and use of community assets (park, community center, Mountain~~t.~~ Gate, etc.) for residents and visitors.
Action 1.1 Seek grant funding for a main street program in cooperation with business owners, Caltrans, and the Regional Planning Advisory Committee.

SWAUGER/DEVIL'S GATE POLICIES

GOAL

Provide and maintain a circulation system that maintains the rural character of the area.

OBJECTIVE A

Correlate circulation improvements and future land use development.

Policy 1: Minimize the impacts of new and existing roads.

Action 1.1: Limit new secondary roads to those necessary for access to private residences.

Action 1.2: Minimize the visual impacts of roads by using construction practices that minimize dust and erosion.

Action 1.3: Prohibit roadway construction on designated wet meadow areas.

Action 1.4: Establish a speed limit of 25 mph on all secondary roads.

BRIDGEPORT VALLEY POLICIES

GOAL

Provide and maintain a safe and efficient transportation system in the Valley while retaining the rural qualities of the area and supporting a vibrant local Main Street.

OBJECTIVE A

Provide safety improvements to the existing circulation system in the Valley.

Policy 1: Support operational improvements to Highways 395 and 182.

Action 1.1: Support shoulder widening along Highways 395 and 182 from the Evans Tract to the Bridgeport Reservoir Dam while continuing to provide for current uses, such as stock travel.

Action 1.2: Support study of safety/operational improvements at the following Intersections, which were also analyzed and considered in the Bridgeport Main Street Revitalization Project Final Report ~~(see Appendix X)~~: junction Highways 395 and 182; Emigrant Street junction with Highway 395; and Twin Lakes Road junction with Highway 395 southbound.

Action 1.3: Support the addition of bike lanes on Highway 182 consistent with the County Bikeway Plan.

Action 1.4: Support shoulder widening on Highway 395 north of the Humboldt-Toiyabe National Forest housing complex.

Action 1.5: Support a left turn lane on Virginia Lakes Road from northbound Highway 395.

Policy 2: Request the California Highway Patrol to enforce the speed limit in Bridgeport.

Policy 3: Provide parking improvements to address parking-related safety problems.

Action 3.1: Collaborate with Caltrans to study the ability to reduce red-curbing at the corners of side streets entering Highway 395 in Bridgeport due to the back-in angled parking design and/or reduction of curb cuts.

Action 3.2: Provide additional off-street parking for county office use, court use, oversize recreational vehicles such as RVs and trailers, and visitors to Bridgeport.

Action 3.3: Monitor the operational effectiveness of back-in angled parking design on Main Street, and continue to improve design and driver education methods.

Policy 4: Support improvements to Highway 270 to enhance the visitor experience.

Action 4.1: Support efforts to pave/improve Highway 270 to Bodie State Historic Park.

OBJECTIVE B

Provide a trail system in the Valley for use by bicyclists, pedestrians, equestrians, and OHV use.

Policy 1: Develop a Trails Plan for all skill levels, ages and user types.

Action 1.1: Develop a Bridgeport Area Trails Plan illustrating existing regional trails that is ready for publication and distribution.

Action 1.2: Develop a wayfinding system that directs travelers to recreation amenities from the town.

Action 1.3: Work with appropriate agencies to develop a Bridgeport Area Trails Plan that identifies future trail development opportunities.

Action 1.4: Seek all available funding sources for trail improvements and maintenance.

Action 1.5: Encourage trail users and recreationalists outside the Bridgeport Valley to come into town by seeking services such as a free hiker shuttle.

Policy 2: Preserve historical access for equestrian use.

Action 2.1: Encourage dispersed equestrian use consistent with plans and land use designations.

Policy 3: Explore winter trails and recreation opportunities.

Action 3.1: Survey winter trail resort areas, such as the Methow Valley in Washington state, for success stories, trail plan examples, the trail development process, and financing and maintenance options.

Action 3.2: Work with local winter trail organizations~~, such as Mammoth Nordic, in exploring~~ to explore development and maintenance partnerships.

OBJECTIVE C

Support Complete Street concepts that ~~which~~ provide for safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving; the Livable Communities policies; and the results of the Bridgeport Main Street Revitalization Project.

Policy 1: Develop plans for Main Street Revitalization in Bridgeport, including traffic calming, pedestrian safety and other enhancements to encourage exploration of the town and surrounding area.

Action 1.1: Retain, and refine as needed, the current design of one travel lane in each direction with a center turn lane, and recommend a colored center turn lane.

Action 1.2: Prioritize and support continued implementation of pedestrian and bicycle facility improvements, such as completing sidewalk gaps and repairs, (removable) curb extensions, pedestrian-scale street lights, pedestrian furniture, street trees, crosswalk improvements (increased number, pedestrian-activated lights), etc.

Action 1.3: Encourage Main Street properties to take pride in aesthetic appearances and implement building designs from the Bridgeport Idea Book ~~(Appendix X)~~.

Action 1.4: Actively seek partners to develop a multi-agency office and visitor center complex.

Action 1.5: Seek to install monument signs at each end of town to announce to highway travelers that they are entering a community.

Action 1.6: Request improved pedestrian access and crossings on the north and south sides of the Walker River Bridge.

Action 1.7: Work with Caltrans to install infrastructure for a banner over Main Street.

Policy 2: Improve multi-modal transportation facilities within and surrounding the town core, including residential neighborhoods.

Action 2.1: Improve pedestrian and bicycling facilities, such as bike lanes on Twin Lakes Road, striping bike/pedestrian lanes on County roads, and possibly pursuing raised sidewalks in the future.

BODIE HILLS POLICIES[3]

GOAL

Provide for multiple modes of access to Bodie to enhance safe convenient travel and accessibility for Bodie visitors, in a manner consistent with the Bodie Experience.

OBJECTIVE A

Improve existing transportation and access to the Bodie Bowl. Minimize congestion, traffic noise, dust, and improve rough roads and parking facilities.

Policy 1: Limit traffic in the State Park to a level consistent with the Bodie Experience [the Bodie Experience is defined in the **Bodie Bowl Area of Critical Environmental Concern and Bodie Hills Planning Area: A Recommended Cooperative Management Plan (Draft 1994).** Policies from that document have been incorporated into the Mono County Land Use Element.]

Action 1.1: When developing traffic limitations for the Bodie Hills Planning Area, consider the ~~C~~carrying ~~C~~capacities for the Park (see Table 15), as established in the Bodie State Historic Park Resource Management Plan of 1979.

TABLE 15 BODIE STATE PARK CARRYING CAPACITIES

Area	Instantaneous Capacity	Turnover Factor	Total Capacity	Parking Spaces
Townsite	400 persons	4	1600	
Standard Mill	50 persons	4	200	135
Milk Ranch Picnic Area	40 persons	3	120	
Interpretive Center with Picnic Area	140 persons	11	1600	40
TOTAL	630	---	3,520	175

Source: Bodie State Historic Park Resource Management Plan, 1979.

Action 1.2: Recommend to State Parks that they update the carrying capacity estimates shown in Table 15.

Action 1.3: Develop a parking lot and shuttle system terminal near Bodie. The location of the terminal should be determined through an on-going planning process with the public and the Bodie Planning Advisory Committee.

Action 1.4: Promote development of a Bodie Visitor Center in Bridgeport~~outside the Bodie Bowl~~; encourage development of interpretive facilities at the Center to relieve visitor impacts on the Town and to assist in dispersing Bodie visitors.

Policy 2: BLM, Caltrans and Mono County should continue to provide a road system in the Bodie Hills that serves the public and private landowners.

Action 2.1: BLM will consult with the private landowners, Mono County and the Bodie Hills Steering Committee prior to any actions that might affect access to private or public property.

Action 2.2: Mono County should consider accepting dedication of secondary routes across private lands as unimproved, low maintenance county roads when the private landowner makes application.

[3] These policies are from the Bodie Hills Multimodal Transportation Plan.

Action 2.3: Existing roads should be utilized whenever possible; construction of new roads should be avoided except where essential for health, safety and access to private property.

Action 2.4: State Parks should continue to work with Mono County to seek and implement methods to reduce the washboard and dust problems on the county roads leading into the Area of Critical Environmental Concern (ACEC)—i.e. the Bodie Bowl.

OBJECTIVE B

Provide for alternative modes of travel into Bodie.

Policy 1: Promote the use of unique and historically compatible modes of travel to Bodie, such as rail, horse drawn wagons and carriages, and equestrian.

Action 1.1: Support preservation of the old railroad grade from Mono Mills to Bodie.

Action 1.2: Investigate the potential and financial feasibility of reconstructing the rail, and reestablishing rail service to Bodie.

Action 1.3: Highlight and interpret the old railroad grade as a trail route to Bodie.

Action 1.4: Provide for wagons and similar historically compatible travel modes to Bodie through concession agreements and designation of routes.

Action 1.5: Seek funding for development of historically compatible modes of transportation to Bodie.

Policy 2: Develop a trails system for the Bodie Hills that provides for equestrian, cycling, and pedestrian use.

Action 2.1: Inventory existing trails in the Bodie Hills. Request State Parks to inventory trails within the Historic Park.

Action 2.2: Identify in this plan, the Mono County Trails Plan, the Bodie State Historic Park Management Plan, and the BLM North of Bishop Off Highway Vehicle Plan, pedestrian, bicycle and/or equestrian trails that will provide alternative access into Bodie. Existing trails, rather than new trails, should be utilized to access an area whenever practical.

Action 2.3: Avoid development of, or promotion of, trails crossing private property without the landowners consent.

Action 2.4: BLM and State Parks should inform private landowners of proposed actions or improvements on public lands that may affect adjacent private lands.

Action 2.5: Seek grants and other funding for trail system development.

Action 2.6: Prioritize trail development/improvement projects in this plan to expedite applications for grant funding.

Action 2.7: Coordinate trail development with other modes of travel; provide trail linkages to the visitor center, parking areas, transit hubs and recreation nodes.

Action 2.8: Request State Parks to take the following actions:

1. Rake or otherwise smooth the path from the parking lot into town.
2. Provide some close bus parking or a loading area.
3. Provide some sort of rustic shade structure near the rest rooms and bus loading area with adequate seating for 20-30 people.
4. Keep restrooms operable. If closed for some reason, bring in a port-a-potty near the parking lot.
5. Keep the drinking fountain operable. Consider installing a couple more within the park. (This is a high desert environment with potential for dehydration and sunstroke, etc.).

Action 2.9: Provide bicycle racks and a bicycle parking area at the Visitors Center.

Action 2.10: Consider winter use for appropriate trails. Designate applicable trails available for Nordic ski, snowshoe and snowmobile use.

Action 2.11: Pursue development of a Bodie loop bike route along Highway 270, Cottonwood Canyon Road, Highway 167 and Highway 395. The route should consist of a shared roadway with minimum 4-foot paved shoulder. Cottonwood Canyon Road should ultimately be paved with similar shoulders.

OBJECTIVE C

Provide transportation amenities that facilitate use of multiple modes of travel, such as scenic turnouts, interpretive kiosks, a common signing program, and a transit hub.

Policy 1: Highlight Highway 270's designation as a BLM Scenic Byway.

Action 1.1: Develop a roadside interpretive program for Highway 270 and the Cottonwood Canyon Road, including scenic turnouts.

Action 1.2: Seek funding for scenic turnouts, roadside interpretive amenities, roadside recreation facilities and associated improvements along Highway 270.

Action 1.3: Coordinate the Bodie Scenic Byway with the Highway 395 Scenic Byway. Provide for common signage, kiosk designs, and interpretive facilities where feasible.

Policy 2: Pursue improvements in the Bodie Hills that enhance visitor access and amenities consistent with the Bodie Experience.

Action 2.1: Develop a parking lot and shuttle system terminal near Bodie. The location of the terminal should be determined through an on-going planning process with the public and the Bodie Planning Advisory Committee.

Action 2.2: Continue to seek methods to reduce the washboard and dust problems on routes leading into the ACEC.

Action 2.3: Pave and maintain Highway 270 to the cattle guard at the edge of the Bodie Bowl.

Action 2.4: Until Highway 270 is paved to the cattleguard, the Mono County Road Department should maintain the road in accordance with the agreement between Mono County and State Parks.

Action 2.5: Recommend that Mono County pave the Cottonwood Canyon Road. Until it is paved the Road Department should apply a dust inhibitor or road sealant where needed.

Action 2.6: Concessionaires may be considered for solving transportation problems such as providing shuttle services or alternative access such as horse back.

OBJECTIVE D

Maintain the road system in the Bodie Hills Planning area.

Policy 1: BLM and Mono County will continue to provide a road system in the Bodie Hills that serves the public and the private landowners.

Action 1.1: BLM will consult with the private landowners and the Bodie Hills Steering Committee prior to closures or other actions that might affect access to private property.

Action 1.2: Mono County will consider accepting dedication of secondary routes across private lands as unimproved, low maintenance county roads where the private landowner makes application.

OBJECTIVE E

Facilitate travel connections with local and regional recreation nodes and visitor services, such as Mono Lake and Yosemite, and the Bridgeport, June Lake and Mammoth Lakes recreational attractions.

Policy 1: Promote transportation and transit improvements between recreational attractions.

Action 1.1: Provide for bus and transit facilities in or near the Bodie Bowl.

Action 1.2: Pursue improvements for elderly and handicap access to Bodie.

Action 1.3: Support improvements, transit connections and Bodie information dissemination at Lee Vining, Bridgeport and Mammoth Yosemite Airports.

~~*Action 1.4:* Seek transit/shuttle service from local communities to Bodie by the Inyo Mono Dial-a-Ride, through the Local Transportation Commission's unmet needs process.~~

Policy 2: Development projects with the potential to adversely impact circulation at Bodie shall provide appropriate mitigation.

Action 2.1: Any proposed project that would potentially result in an increase of traffic into, through or around the State Park may be required to develop an alternative access that will avoid the Park.

Action 2.2: Proposed projects shall comply with the requirements of the Regional Transportation Plan, including the following policies.

Policy 3: Require new development, where applicable, to fund related transportation improvements as a condition of project approval. Under Government Code Section 53077, such developer exactions shall not exceed the cost of the benefit.

Action 3.1: Future development projects with the potential to significantly impact the transportation system shall assess the potential impact(s) prior to project approval. Examples of potential significant impacts include:

1. causing an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system: and/or
2. disrupting or dividing the physical arrangement of an established community.

The analysis shall:

a. be funded by the applicant;
b. be prepared by a qualified person under the direction of Mono County;
c. assess the existing traffic and circulation conditions in the general project vicinity;
d. describe the traffic generation potential of the proposed project both on-site and off-site; and
e. recommend mitigation measures to avoid or mitigate the identified impacts, both on-site and off-site.

Mitigation measures and associated monitoring programs shall be included in the project plans and specifications and shall be made a condition of approval for the project. Projects having significant adverse impacts on the transportation system may be approved only if a statement of overriding considerations is made through the EIR process.

Action 3.2: Traffic impact mitigation measures may include, but are not limited to, off-site operational improvements, transit improvements, or contributions to a transit fund or road improvement fund.

MONO BASIN POLICIES[4]

GOAL

Provide and maintain a multi-modal circulation system and related facilities that promote the orderly, safe, and efficient movement of visitors, residents, goods and services within the Mono Basin; which invites pedestrian use, provides for pedestrian and cyclist safety and contributes to the vitality and attractiveness of the Lee Vining community; and which facilitates travel to Yosemite and other nearby points of interest.

OBJECTIVE A

Provide operational and safety improvements along highways in the Mono Basin.

Policy 1: Promote the inclusion of safety improvements along Highways 395, 120, and 167 in routine maintenance projects.

Action 1.1: Request Caltrans to incorporate turnouts for scenic viewing and congestion relief into highway rehabilitation projects in the Mono Basin.

Action 1.2: Work to assure that speed limits are safe and appropriate to the density and mix of uses by pedestrians, sightseers, motorists, residences and businesses along Highway 395, consistent with state law.

Policy 2: Fully consider the safety needs of cyclists and pedestrians, as well as motorists, in the design and maintenance of highway improvements.

Action 2.1: Work with Caltrans, the Mono LTC, and other applicable agencies to ensure that pedestrian needs and opportunities are addressed in the design and environmental assessment phases of road projects.

Action 2.2: Recommend the incorporation of appropriate measures to slow traffic approaching Lee Vining on Highway 395 from the south.

Action 2.3: Keep public highways open as long as practical during the shoulder season to provide access to recreation activities and other communities.

OBJECTIVE B

Provide a comprehensive coordinated trail system in the Basin for use by bicyclists, pedestrians, and equestrians.

Policy 1: Periodically review, update and implement the Mono Basin portions of the Mono County Trails and Bikeway Plan.

Action 1.1: Work with government and private property owners to create recreational trail segments connecting population centers with attractions and recreation access points.

Action 1.2: Identify desired trail segments that are supported by the community, and implement trail development.

Action 1.3: Identify and consider impacts to historic lifestyles and existing uses of any potential trail, and consult with the Kutzadika Tribe in particular.

Action 1.2: Request Caltrans to incorporate wider shoulders sufficient for bike travel (8 feet) into highway rehabilitation projects in the Mono Basin.

Action 1.3: Encourage the inclusion of cyclist amenities; e.g., bike parking areas and racks, water and shade at activity centers in the Mono Basin. Activity centers include community and visitor centers, scenic kiosks and turnouts, interpretive sites, campgrounds, schools, parks, and some business establishments.

Action 1.4: Coordinate with land management and transportation agencies, such as the BLM, Caltrans, ESTA, YARTS, USFS and LADWP, to ensure adequate access and responsible use (see also Mono Basin Area Plan)

[4] These policies are from the Mono Basin Multi-modal Transportation Plan.

Action 1.5: Participate with the National Park Service, U.S Forest Service, Caltrans and other agencies in the Mono-Yosemite trail planning effort, and incorporate appropriate outcomes into the Eastern Sierra Scenic Byway and Regional Trail System.

OBJECTIVE C

Improve parking opportunities in Lee Vining.

Policy 1: Pursue the development of additional parking for the Lee Vining central business district.

Action 1.1: Assess the availability of feasible parking sites near or within the central business district.

Action 1.2: Investigate the feasibility of establishing a parking district to acquire, improve and maintain public parking areas. Consider mechanisms to allow for local businesses to participate in the district for the purpose of securing needed off site commercial parking spaces.

Action 1.3: Continue to investigate suitable sites for truck parking near Lee Vining.

Action 1.4: Review residential parking needs and consider modifications to parking requirements.

Action 1.5: Through a public process, and in coordination with Caltrans, consider the feasibility of reducing travel lanes and adding diagonal and or parallel parking on Hwy 395 through Lee Vining.

Policy 2: Manage existing and future parking areas in a manner that maximizes their utility and minimizes conflicts with residential land uses.

Action 2.1: Develop design guidelines for parking lot development to ensure that parking areas are landscaped and buffered to prevent noise, air pollution, and visual impacts on nearby properties.

Action 2.2: Continue to monitor and refined the updated ~~Consider amendments to the~~ Mono County parking requirements (Mono County Land Development Regulations) for commercial uses in Lee Vining, which provides for ~~such as~~ reducing the number of required parking spaces ~~and relaxing paving requirements~~.

Action 2.3: Consider restricting overnight parking along local streets in Lee Vining and guiding truck parking to areas outside of Lee Vining, but within walking distance via signage.

Action 2.4: Consider requiring new development or expansion of existing development to provide twenty percent of their required parking spaces for oversize uses, i.e. trucks, trailers, buses, RVs.

OBJECTIVE D

Continue to explore additional elements that may be suitable for the comprehensive streetscape plan for the Lee Vining commercial district that enhance pedestrian safety, connectivity (including trails) and make Lee Vining a more attractive place to walk, live and work.

Policy 1: Develop a collaborative set of policies for the Highway 395 corridor through Lee Vining. Participating entities should include:

Mono County	Local Transportation Commission	Lee Vining Fire Protection District
Local businesses	Lee Vining Public Utility District	Caltrans
Lee Vining community		

Policies should address:

Road improvements	Underground utility placement
Pedestrian facilities	Community entryway improvements
Cross walks	Street furniture/trash bins/doggy bags
Parking	Lighting
Transit facilities	Speed limits and enforcement
Signage	Corridor aesthetics
Landscaping/fencing	Community themes
Drainage facilities	Mid-block crossing with flashing light

Policy 2: Pursue available funding for streetscape improvements.

Action 2.1: Prepare Project Study Reports for projects which implement the streetscape plan to qualify for State Transportation Improvement Program funding.

Action 2.2: Request the inclusion of Lee Vining streetscape improvement projects in the Regional Transportation Improvement Program and the State Transportation Improvement Program.

Action 2.3: Seek grant funding, including Active Transportation Program funds, other Map 21 funding sources, and Community Development Block Grants (CDBG) funds to implement the streetscape plan.

Action 2.4: Work with Caltrans through the highway project planning and environmental review processes to fund applicable aspects of the streetscape plan, such as the Caltrans maintenance yard.

Policy 3: Ensure that streetscape improvements are compatible with maintenance practices and capabilities.

Action 3.1: Improvement designs should be sensitive to maintenance issues and minimize potential conflicts with maintenance operations. Improvement designs should be reviewed by the entities responsible for their maintenance.

Action 3.2: Aggressively pursue innovative ways of meeting both community improvement needs and subsequent maintenance requirements.

Action 3.3: Conduct periodic meetings with the community, affected businesses, and maintenance providers to monitor the success of improvements and to adjust plans as necessary.

Policy 4: Improvement designs for the Highway 395 corridor in Lee Vining shall address the needs of all feasible modes of people movement, including transit, cyclists, pedestrians, and local and interregional traffic. The movement of interregional traffic shall not be the sole consideration in the design of highway improvements within the Lee Vining community.

Action 4.1: Provide safe and convenient pedestrian and biking facilities, working with Caltrans when applicable, to reduce vehicular traffic, increase local livability, and encourage visitors to explore town.

Action 4.2: Prioritize pedestrian safety facilities and improvements on Highway 395~~48c~~ over other facility improvements. Emphasize safe travel for pedestrians to community and activity centers, such as schools, parks, library, museums and visitor centers.

Action 4.3: Support transit connections in Mono City and Lee Vining that provide local and regional connections for residents and visitors

Policy 5*:* Support the revitalization of Main Street.

Action 5.1: Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

Action 5.2: Explore options for encouraging and facilitating the use of vacant commercial space for new businesses.

Action 5.3: Encourage businesses to provide public gathering spaces to contribute to the vitality and activity of Main Street.

Action 5.4: Support an attractive Main Street through actions such as the promotion of the Mono County Design Guidelines to complement Lee Vining's small-town character and attract visitors.

OBJECTIVE E

Continue to plan for and improve airport facilities to expand air travel opportunities for residents and to increase tourism opportunities.

Policy 1: Prepare and maintain an airport master plan for the Lee Vining Airport.

Action 1.1: Pursue funding for preparation of a Lee Vining Airport Master Plan.

Action 1.2: Promote the use and improvement of the Lee Vining Airport for Yosemite travelers as the closest airport to Yosemite National Park.

Action 7.1: Initiate community conversations about the opportunities available through an expansion of airport-related services.

Action 7.2: Consider visual sensitivity of the Lee Vining Airport surroundings to prevent further degradation of the Scenic Area.

Action 7.3: The County shall complete the revegetation project at the Lee Vining Airport to address visibility and dust concerns.

OBJECTIVE F

Coordinate circulation improvements with land development in a manner that maintains the small town quality of life for residents.

Policy 1: Transportation improvements should accompany development projects that impact the circulation infrastructure.

Action 1.1: Require development projects to include transportation improvements to accommodate project demands on the circulation infrastructure, including pedestrian improvements, adequate parking for autos and buses, improved encroachments onto public roads, and associated drainage improvements.

Action 1.2: Promote land development that enables people to live near their workplaces and that reduces dependence on the automobile.

Action 1.3: Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.

OBJECTIVE G

Examine road maintenance facilities location options.

Policy 1: Continue community discussions and exploring potential solutions for the location of the County and/or Caltrans yards with the intent of meeting the following interests:

- Maintain a high level of related services, such as snow removal.
- Retain the authenticity of a working community.
- Navigate the challenges of cost, timeline, environmental issues, agency coordination and the location of a new site to ensure project feasibility. Brownfields grants could assist with some of these issues.
- Provide more appropriate Main Street uses, such as workforce/residential housing, commercial, and/or mixed use.
- Improve connectivity between the high school, park, community center, USFS Visitor Center and the community.
- Increase available commercial space to open new businesses, and improve the vibrancy and aesthetics of Main Street.
- Recognize the junction of Highways 395 and 120 as an important viewshed for the community and its visitors, and therefore, a project should avoid potential impacts to that viewshed.

OBJECTIVE H

Provide for the transportation needs of the Yosemite area traveler in a manner consistent with the Yosemite Area Regional Transportation System (YARTS).

Policy 1: Coordinate Lee Vining transportation planning with the YARTS and local transportation providers.

Action 1.1: Request that one or more representatives from the Mono Basin and the County Supervisor representing the Mono Basin be appointed to serve on appropriate YARTS committees.

Action 1.2: Develop Yosemite regional transportation policies for inclusion in the Mono County RTP and the Mono County General Plan Circulation Element as part of the YARTS process.

Action 1.3: Assist YARTS by facilitating a community dialog on Yosemite transportation issues and policies.

Action 1.4: Support Lee Vining as a host for YARTS services such as the High Country Hiker Shuttle.

OBJECTIVE I

Utilize technological advances to reduce demands on local roads and transportation facilities, and to provide convenient road and tourist information to area travelers.

Policy 1: Utilize technological advances to disseminate travel information in the region.

Action 1.1: Support Caltrans efforts to install changeable message signs at key locations along Highway 395 to disseminate travel information.. Signs should be appropriate for a rural setting and should not be billboard/urban style signs.

Action 1.2: Promote expanded use of the Internet, teleconferencing, and other technological means to reduce vehicle trips within the Mono Basin.

Action 1.3: Identify local hazards, such as dangerous wind areas on Hwy 395, defensible space to reduce wildfire risk, wildlife migration corridor road crossings, and road areas lacking cell phone coverage, and work with the appropriate entities to mitigate those hazards.

YOSEMITE POLICIES

GOAL

Yosemite National Park is a national and world-wide treasure that must be protected and preserved. Bordering the Park's eastern boundary, and serving as its only access point from Eastern California, Mono County is an important component of the Yosemite region. Through its transportation planning efforts, the Mono LTC will assist in the preservation and protection of the Park while still providing for visitor enjoyment, by strengthening the relationship between the Yosemite region and its eastern access through communities along the Highway 395 corridor.

OBJECTIVE A

Support the Park's mission to preserve the resources that contribute to Yosemite's unusual character and attractiveness: its exquisite scenic beauty; outstanding wilderness values; diverse Sierra Nevada ecosystems; historic resources, including its Native American heritage; and its role in a national conservation ethic. These resources are to be made available for enjoyment, education, and recreation while leaving them unimpaired.

Policy 1: Management of Yosemite's congestion and access should be accomplished in a way that enhances the quality of life and quality of experience in gateway communities.

Policy 2: Coordinate with local plans when planning potential gateway corridor improvements to assist in dispersing transportation related impacts from visitors to Yosemite. Develop an access plan with Caltrans, YNP, and the LTC.

Policy 3: The importance of Yosemite to the regional economy should be a primary factor when considering opening and closing dates for Tioga Pass.

Policy 4: Continue working with Yosemite National Park on traffic and parking-related issues to provide the best visitor experience while supporting environmental preservation within the Yosemite region.

Policy 5: Transit related infrastructure should maximize consideration for the environment, e.g. convenient, well signed transit stops with appropriate safety and environmental considerations, including pedestrian and bike linkages.

OBJECTIVE B

Improve opportunities for access by alternative modes (transit, bicycles, pedestrians, air, other non-auto modes).

Policy 1: In support of YARTS regional transit and other alternative modes for access to Yosemite, encourage multi-modal infrastructure projects that complement the gateway communities, emphasize alternatives to the auto, and integrate joint use of facilities.

Policy 2: Encourage the use of alternative travel modes for access into Yosemite, including transit and bicycles; e.g., transit riders should have priority access at Park gates and guaranteed access to the Valley.

Policy 3: Promote the Mono Yosemite Trail as an access route for alternative travel modes.

Policy 4: Maintenance and improvement projects on Highway 120 should focus on accommodating alternative transportation modes, particularly cycling. Provide connections to trails, appropriate signage, and staging areas for cyclists.

Policy 5: Encourage Yosemite National Park, Caltrans, and Mono County to work cooperatively to develop bicycle facilities on Highway 120 both within and outside the Park.

Policy 6: YARTS should continue to provide transit service from the Eastern Sierra to Tuolumne Meadows and should seek to formalize National Park funding to sustain that service.

Policy 7: YARTS should accommodate bicyclists and hikers and their gear. YARTS transit facilities should include bike lockers at transit stops and bike racks at key locations. The National Park Service is encouraged to provide bike rentasl in Yosemite, and a bike sharing program in key locations, such as Yosemite Valley.

OBJECTIVE C

Encourage diversity in visitor destinations and experiences.

Policy 1: The Yosemite Area Regional Transportation System (YARTS) should be developed and implemented in a way that best supports local economies, including:

a. Using YARTS to change visitor behavior to include longer stays in the Eastern Sierra, i.e. staying in the Eastern Sierra and using YARTS for day trips to Yosemite.
b. Encouraging Yosemite National Park to promote a policy of dispersing visitors to other areas in the Park and the gateway communities.
c. Promoting YARTS marketing efforts to include information about gateway attractions, including activities, attractions, amenities and trip itineraries.

Policy 2: Plan for and promote the concept that the Yosemite experience begins or ends in Mono County. Marketing the Yosemite experience should be a countywide effort.

Policy 3: Provide facilities that support a diversity of visitors, including a diversity of lodging types, staging for a variety of activities, and providing information in several languages.

OBJECTIVE D

Provide for safe and consistent access between Yosemite National Park and its eastern gateway.

Policy 1: To facilitate visitor travel planning and provide some certainty for local gateway economies, the LTC should work with Yosemite National Park to guarantee opening and closing dates for Tioga Road (Highway 120 West).

Policy 2: Promote opening the areas along Highway 120 to Tuolumne Meadows as soon as conditions are safe.

Policy 3: Consider using pricing mechanisms as a means to fund Tioga Road opening activities; work with Yosemite National Park to ensure that a portion of entry fees are set aside to fund road opening.

Policy 4: Accurate and timely information about conditions in the Park should be available in the gateway communities.

Policy 5: Maintenance and improvement projects on Highway 120 should focus on improving safety, including providing turnouts to allow for safe stops and passing areas, and/or a fast lane/express lane for buses and passholders (e.g. Wawona Road). Facilities for cyclists and pedestrians should include trailhead parking retention, signage, safe road crossings, etc.

OBJECTIVE E

Develop transportation infrastructure that supports access to and within communities along the Highway 395 corridor.

Policy 1: Highway 120 should remain a trans-Sierra highway open to through traffic for as long as the weather allows. Road opening policies should promote late closures and early openings.

Policy 2: Support improvements to key access routes to Mono County and the eastern gateway corridors.

Policy 3: Resource management decisions in the Park (e.g. changes in allowable land uses, access, and overnight accommodations) should consider associated impacts to gateway communities and access corridors.

JUNE LAKE POLICIES[5]

GOAL

Provide and maintain a multi-modal circulation system and related facilities that promote the orderly, safe, and efficient movement of people, goods, and services, and preserve the mountain village character of June Lake.

OBJECTIVE A

Promote the development of a multi-modal circulation system that reduces vehicular congestion and enhances safety and accessibility.

Policy 1: Seek alternative funding mechanisms for circulation and related improvements.

Action 1.1: Continue to investigate and where feasible, implement the use of zones of benefit, assessment districts, mitigation fees, sales tax initiatives, grants funding and other financing alternatives for new roadway construction.

Action 1.2: Coordinate with the Local Transportation Commission and June Lake Citizens Advisory Committee in the planning of, and funding for, June Lake circulation improvements.

Action 1.3: Provide a roadside recreation facility, including parking areas, restrooms, and interpretive facilities adjacent to the June Lake Ballfield. Continue to seek funding alternatives for the facility's development.

Policy 2: New roadway developments shall conform to adopted County Road Standards and, where applicable, the special June Lake roadway standards (See Table 16).

Action 2.1: As a condition of development approval, require that roadways meet Mono County standards. If, due to topography, physical constraints, lot size, or existing built areas, construction to Cecounty standards is not feasible, allow for alternative road designs and maintenance mechanisms as approved by the Department of Public Works (See Objective B).

Policy 3: Ensure, where feasible, that the sight distance at major ingress and egress points is adequate. If conditions prevent adequate sight distances, signs noting the presence of access points should be erected.

Action 3.1: Use the development review process to ensure that new connections with S.R. 158 provide adequate sight distance.

Policy 4: Promote traffic safety and sight-seeing opportunities by maintaining low travel speeds along Highway 158 and North Shore Drive.

Action 4.1: Continue enforcing current speed limits.

Action 4.2: Work with Caltrans to construct, where feasible, roadside turnouts which are consistent with current scenic highway/byway designs. Turnouts may serve to allow faster vehicles to pass, to provide additional vantage points to appreciate the scenic beauty, and to accommodate public transportation facilities. Turnouts could also form the basis for the proposed loop-wide system of self-guided interpretive tours using audio tapes, brochures and roadside exhibits.

Action 4.3: Work with Caltrans and the USFS to include Highway 158 and North Shore Drive in State and Federal Scenic Highway/Byway Programs, which provide funding opportunities for scenic overlooks, road signing and interpretive displays. The scenic highway/byway program should include the existing developed facilities shown in Figure 7 and listed in Table 17.

Action 4.4: Continue to staff the June Lake Kiosk at the south June Lake Junction into the starting and ending point of the self-guided June Lake Loop scenic highway tour. Audio tapes and literature on the scenic features of the June Lake Loop could be borrowed and returned at the Kiosk.

[5] These policies are from the June Lake Multi-modal Transportation Plan.

Action 4.5: Cooperate with Caltrans, the Forest Service and the community to develop common signing or branding and an interpretative theme for Highway 158 and North Shore Drive. The sites shown in Figure 7 and listed in Table 17 should be the basis for the future scenic highway program but should not preclude constructing additional scenic turnouts or interpretative facilities.

Action 4.6: Develop the June Lake scenic highway/byway program in phases as funding allows with signing taking place first, followed by interpretative facilities at existing turnouts, and then new turnouts and facilities, unless funding for specific sites in the program becomes available.

Action 4.7: Develop land use policies to retain scenic views available North Shore Drive, particularly prominent visual resources in the West Village and Rodeo Grounds areas such as Gull Lake, the Gull Meadow area surrounding the north-west corner of Gull Lake, and the Rodeo Meadow area located northwest of the Rodeo Grounds land exchange. Land use policies should retain distinctive visual corridors by using appropriate design measures such as limiting building heights, requiring landscaping along the access road through developed areas, using natural topography to visually screen development, and clustering development. Other measures may include retaining existing vegetation along the alignment, limiting areas of cut and fill, using building materials and colors which blend in with the surrounding landscape and limiting intersections with arterial or collector streets. These types of measures should be incorporated into future specific plans prepared for development in the West Village and Rodeo Grounds areas.

TABLE 16 -- SUMMARY OF COUNTY ROADWAY STANDARDS FOR JUNE LAKE

Special County Roadway Standards for June Lake were developed in 1981 to take into consideration the Loop's topography and land ownership constraints. Relative to countywide standards, June Lake standards allow for slightly narrower rights-of-way and paved cross sections.

Collector/Residential -- Roadway serving any number of residential lots ~~and functioning~~and functioning as ~~a residentiala~~ residential collector.

1) Minimum Rights-of-Way -- 60 feet.

2) Width of Pavement -- 26 feet.

Arterial/Commercial -- County maintained roadway designed as arterial roadway to provide access into and /or through a commercial area.

1) Minimum Rights-of-Way -- 60 feet.

2) Width of Pavement -- 40 feet.

Refer to: County of Mono Road Improvement Standards (1981) for additional guidance.

FIGURE 7: Potential Scenic Highway Facilities, June Lake – update as new Fig 6

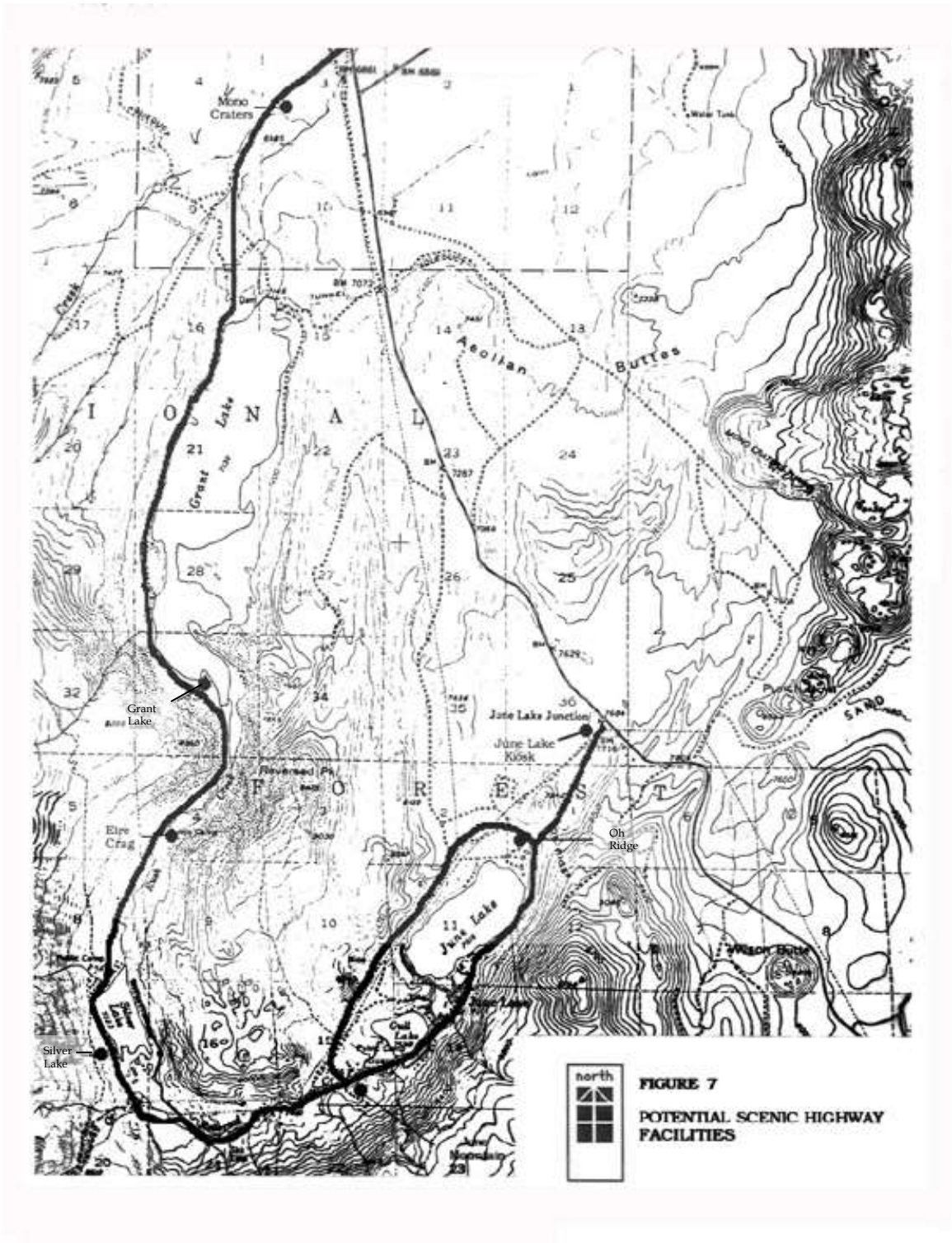


TABLE 17 -- SCENIC HIGHWAY/BYWAY FACILITIES, JUNE LAKE	
SITE	**POSSIBLE INTERPRETIVE FEATURES**
S.R. 158 --	
Oh! Ridge	June Lake, June Mountain Ski Area Lodge, Carson Peak, June Lake Beach
June Mt. Ski Area Parking lot	Carson Peak, Ski Area Lodge, Nature Trail
Silver Lake	Carson Peak, Silver Lake
Aerie Crag	Aerie Crag , Rush Creek
Grant Lake	Grant Lake and Rush Creek, Mono Craters
Mono Craters	Mono Craters
North Shore Drive --	
June Lake Ballfield	June Mountain Ski Area Lodge, Carson Peak, Gull Lake

OBJECTIVE B

Encourage alternative roadway design, improvement and maintenance programs in existing subdivisions that conform to topographical, institutional and economic constraints.

Policy 1: Limit disruption of built areas when acquiring rights-of-way by using existing roadways and limiting on-street parking on such roadways when necessary.

Action 1.1: In situations where existing private roadways cannot meet adopted County Roadway Standards - such as in the design of road improvements for substantially developed subdivisions with substandard lots and streets, where topographical/environmental constraints and existing building placement prohibit reasonable compliance - consider alternative designs prepared by or under the direction of a California registered civil engineer. Alternative designs must provide adequate emergency access in conformance with minimum fire safe standards and snow storage and exhibit sound engineering judgment. The Mono County Department of Public Works shall review and approve all alternative roadway designs.

Policy 2: Investigate management alternatives for improving and maintaining privately owned roadways.

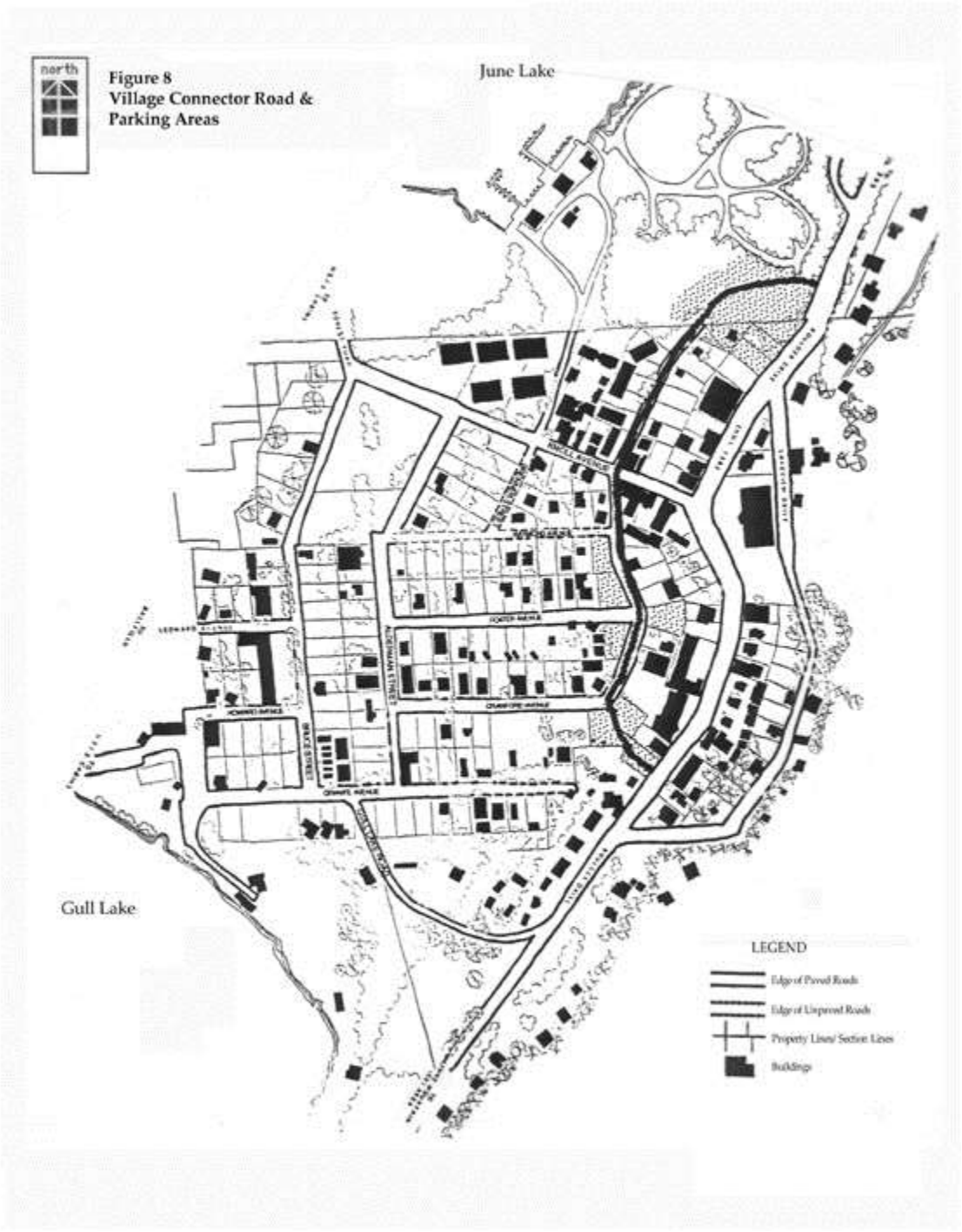
Action 2.1: Study the feasibility of allowing the County and/or Special Districts such as the June Lake Public Utility District to upgrade and maintain certain private roadways.

Action 2.2: Investigate the potential for community groups or associations to obtain funding for up-grading private roads.

Action 2.3: Require new developments proposing private roads to establish a road maintenance entity as a condition of project approval. The Department of Public Works shall review all proposed maintenance agreements.

Policy 3: In areas constrained by limited rights-of-way, steep intersections, minimal setbacks from development, and inadequate site distances, consider alternative designs to more efficiently use existing road facilities.

FIGURE 8: Village Connector Road and Parking Areas – need new map



OBJECTIVE C

Provide for a circulation system that facilitates commercial infill and redevelopment in the Village.

Policy 1: Reassess the need for a Commercial District connector street connecting with S.R. 158 on both ends of the Village.

Action 1.1: If a need arises pursue the desirability of acquiring land for constructing a connector street through the Village that would connect or provide access to public parking areas. Figure 8 shows a potential alignment generally corresponding with Crawford Avenue and also potential public parking areas. It would be necessary to acquire easements or private property for the western intersection. The final alignment of the access road and the location of parking areas would depend on the ability to acquire private property from "willing sellers."

Action 1.2: In conjunction with the connector road and the construction of replacement off-street parking, consider on-street parking restrictions on S.R. 158.

Action 1.3: Investigate the availability of redevelopment monies, major thoroughfare exaction monies, Caltrans and County funding, and private/public partnership funds, for financing the connector road.

Policy 2: Promote the development of collector streets that enhance commercial growth in the Village area.

Policy 3: Utilize the Specific Plan processes to develop and implement a pedestrian-oriented circulation system for the Village.

Action 3.1: Conduct public meetings/workshops to gauge local support for redevelopment improvements of the Village.

Action 3.2: Consider using the Specific Plan process to coordinate Village capital improvements and to identify other potential funding sources.

Policy 4: Promote the development of crosswalks, sidewalks, neckdowns,[6] public siting areas, and pedestrian trails in the Village that enhance safety, compliment the non-motorized vehicle trails, and promote the Village's pedestrian atmosphere.

Action 4.1: Focus June Lake Village Streetscape improvement programs on enhancing the appearance and attractiveness of the existing commercial district streetscape including local streets. Streetscape programs should focus on widening the existing sidewalks, removing obstacles from pedestrian paths, developing crosswalks, developing additional public space, removing redundant driveways, promoting facade improvements, installing landscaping, and replacing the existing street lights.

Action 4.2: Work with Caltrans and the Mono County Public Works Department in developing the June Lake Village improvement program. Items to consider would include traffic and pedestrian/bicycle safety, on-street parking, drainage, snow storage, and snow removal.

Action 4.3: Investigate the feasibility of a facade improvement program that provides low interest loans or grants to business owners in the June Lake Village. The program should fund improvements to the external portions of buildings and should require matching funds from eligible business owners.

Action 4.4: Coordinate a trail signing program.

Action 4.5: Delineate roadside trails along existing roadways in the June Lake Village. Roadside pathways should be integrated with trails, trailheads or activity centers located on National Forest lands. Provide for several pedestrian access trails to link residential areas to Highway 158 commercial areas.

Action 4.6: If feasible, develop sidewalks along the Village connector roadway.

Action 4.7: In accordance with the California Transportation Plan, work with Caltrans to implement the preferred alternative Main Street plan developed by the June Lake CAC.

Policy 5: If desirable, work with Caltrans and other agencies to acquire funding for the construction of a possible connector road, community parking lots, and pedestrian improvements.

Action 5.1: Apply for available state and federal funding sources.

[6] Raised landing areas used to clearly demarcate pedestrian space and also to slow vehicular traffic.

Action 5.2: Investigate other potential funding sources such as main street programs, economic development grants, rural renaissance grants, and enterprise zones.

OBJECTIVE D

Promote the development of a West Village/Rodeo Grounds circulation system that provides for multiple modes of transportation and promotes a pedestrian atmosphere.

Policy 1: West Village/Rodeo Grounds Specific Plans should provide for development that encourages visitors to leave their cars and use alternative modes of transportation such as walking, bicycling or shuttle bus service.

Action 1.1: Work with developers through the Specific Plan processes to provide pedestrian trails and amenities, bicycle/cross-country ski trails, shuttle bus facilities, and if desirable, direct ski lift access.

Action 1.2: Work with the June Mountain Ski Area in determining appropriate modes of transportation to directly link the Rodeo Grounds/West Village area to June Mountain.

OBJECTIVE E

Promote the development of a Down Canyon circulation system that improves internal circulation and winter access, while retaining the Down Canyon's rustic, residential character.

Policy 1: Improve the Down Canyon circulation system by improving existing roadways or promoting the construction of new roadways if necessary to serve development, by paving, realigning, providing snow storage and widening existing roadways.

Action 1.1: Work with the County to consider the conceptual roadway alignments contained in the Stantec Study. Any proposed roadway alternatives should focus on alternative funding mechanisms.

Action 1.2: Work with developers of projects with the potential to cause traffic/congestion impacts to conduct related off-site roadway improvements or contribute to a fund for roadway improvements.

OBJECTIVE F

Promote the development of a multi-modal circulation system that adequately provides for the needs of residents and visitors, while maintaining and protecting the June Lake Loop's natural and scenic resources.

Policy 1: Design and enforce roadway construction measures that protect natural and scenic resources.

Action 1.1: Use the development review process to ensure that road and trail crossings do not alter stream courses or increase erosion and siltation.

Action 1.2: Where feasible, use natural features to screen roadway projects.

Action 1.3: Discourage road alignments that require large cut and fill activities in scenic areas and along hill slopes, unless necessary for safety purposes.

Action 1.4: Develop and implement a distinctive yet visually compatible road and signing program for the entire Loop area. Such a program should be developed in cooperation with the USFS, Caltrans and the Los Angeles Department of Water and Power.

Action 1.5: Investigate funding opportunities for upgrading and maintaining road signs along private roadways. Signs installed along private roadways should be compatible with street signs installed along County maintained roads.

OBJECTIVE G

Develop a program to upgrade roadways and to vacate the County's interest in rights-of-way in areas where construction may be unfeasible due to topography or other conditions, or where access would be duplicated.

Policy 1: Inventory the existing road system, including the location of paper road easements, identify existing traffic patterns along existing roadways, and analyze the need for future road improvements in undeveloped paper road easements.

Action 1.1: Work with the June Lake Community to identify existing traffic patterns and to compile a list of roads suitable for County road vacation. Alignments suitable for vacation would include those that:

a. The County has determined to be impassable due to topography (i.e., steep slopes and rocky outcroppings) and environmentally sensitive resources such as streams and wetland areas.
b. The County has not expended funds on roads in the last five years.
c. Duplicate access to a lot or home.
d. Does not show as a major road in this Plan.
e. Does not have potential for other public use such as a bicycle or pedestrian trail.

Action 1.2: During the road inventory process, the County should work with the JLPUD, JLFPD, and SCE to ensure that proposed road abandonments would not hinder existing or future operations.

Action 1.3: Where feasible, the County should work with the United States Forest Service to acquire additional rights-of-way across National Forest lands to facilitate looped road access or to provide roadway alternatives that prevent the disturbance of sensitive resources on private lands. Public meetings/workshops should be conducted to gauge local support for the above loop road(s).

OBJECTIVE H

Promote the usage of non-motorized forms of transportation to minimize the impact of the automobile in the Village, West Village/Rodeo Grounds, and Down Canyon areas and to create pedestrian-oriented areas.

Policy 1: Provide, where feasible, paths for non-motorized modes of transportation (e.g., pedestrians, cross-county skiers or bicyclists) on right-of-ways separate from auto roadways. These paths should link major lodging and parking facilities with recreational and commercial centers and should be maintained year-round.

Action 1.1: Connect parking facilities with commercial and recreational nodes using paths suitable for non-motorized modes of transportation e.g. pedestrian, bicycle/cross-country ski trails.

Action 1.2: Investigate the potential of using various funding mechanisms such as grants, development mitigation measures, b~~B~~ond issues or development exactions ~~Quimby Act monies~~, to fund path construction.

Policy 2: Develop and maintain a system of non-motorized transportation modes that minimizes land use/circulation conflicts.

Action 2.1: Require dedication of right-of-way or easements as a condition of development or redevelopment in order to implement a pedestrian, cross-country and bicycle circulation system for the Village, West Village/Rodeo Grounds and Down Canyon areas.

Policy 3: Promote the development of a direct access transportation system from the Village and West Village/Rodeo Grounds to the ski area.

Action 3.1: Work with the June Mountain Ski Area to develop ski-back trails from the ski area to concentrated use areas.

Action 3.2: Investigate the feasibility of developing an overhead lift into the Village from the Mountain. If such a lift is developed, ensure that it will: A) if financially feasible, operate during the summer months and compliment the summer recreation attractions of the Village area; B) minimize the visual impacts to the Village, June Lake and Gull Lake; C) and be architecturally compatible with other Village developments.

OBJECTIVE I

Enhance the safety and mobility of bicyclists along SR 158 and local roads in the June Lake Loop.

Policy 1: Plan for new bicycle improvements along SR 158 and local roads.

Action 1.1: Require rehabilitation projects on highways and streets to consider including bicycle facilities (e.g. wider shoulders, signage, sharrows) that are safe, easily accessible, convenient to use, and/or which provide a continuous link between neighborhoods or regions.

Action 1.2: Work with Caltrans, the Mono County LTC, the June Lake Citizens Advisory Committee and other user groups (e.g. Eastside Velo) to develop a list of possible bicycle projects for the greater June Lake Loop.

OBJECTIVE J

Promote the development of a public transit system that reduces the need for automobile usage, promotes the usage of non-motorized modes of transit and compliments the pedestrian-oriented vision of the Village.

Policy 1: Promote the development of a possible transit system that connects the Village with the ski area and the West Village/Rodeo Grounds. A loop shuttle bus system along S.R. 158, North Shore Drive, the proposed June Lake Village connector road, and Leonard Avenue connecting the June Lake Village, the West Village, the Rodeo Grounds and the June Mountain Ski Area, should be the backbone of the system.

Action 1.1: In cooperation with the USFS and the June Mountain Ski Area, study the feasibility of providing a low-cost or free demand responsive shuttle bus service that connects the above areas during the winter. This study should also consider expanding the system to provide year-round loop-wide service.

Action 1.2: Future development in the West Village and Rodeo Grounds Specific Plan areas should provide covered bus stop and turn around facilities along major arterials and in areas of concentrated recreational activity.

Action 1.3: Shuttle bus facilities should be incorporated into the June Lake Village circulation improvement program and into streetscape improvement programs.

Action 1.4: Work with the USFS and Caltrans to develop shuttle bus facilities (i.e., covered stops and turn around facilities) at major recreational nodes.

Action 1.5: Work with the Eastern Sierra Transit Authority to identify potential public transportation routes between June Lake and other communities.

Action 1.6: Work with the LTC to solicit and identify unmet transit needs in the June Lake area, and to request allocation of transportation funds for June Lake's unmet transit needs.

Policy 2: Achieve a specified level of mass transit service (shuttle or full-size buses) to move skiers from outlying areas to and from the June Mountain Ski Area.

Action 2.1: Work with the USFS and June Mountain Ski Area to provide transit service to and from June Lake from outlying areas such as Mammoth Lakes.

Action 2.2: Investigate the potential for the Eastern Sierra Transit Authority to provide transit service to and from other communities such as Bishop, Mammoth Lakes, Bridgeport and Walker.

Policy 3: Encourage large employers to provide transit to employees not residing in June Lake, and also to promote carpooling among their employees.

Action 3.1: Work with large employers to set-up and monitor employee transit programs.

Policy 4: Improve regional transportation alternatives to the automobile.

Action 4.1: Support the expansion of the regional air transportation system.

Action 4.2: Support the establishment of a shuttle system between the Mammoth Yosemite Airport and June Lake.

Action 4.3: Support improvements at the Lee Vining Airport.

OBJECTIVE K

Promote the construction of public parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the usage of alternatives to the automobile, and compliment the pedestrian-oriented village concept.

Policy 1: Promote the development of public parking facilities to encourage day usage of under-utilized areas.

Action 1.1: Work with the LTC, Caltrans and the Forest Service to improve parking facilities near appropriate day use areas and near backcountry trailheads.

Policy 2: Work to educate visitors and residents of the importance of legally parking their vehicles and using alternative modes of transit.

Action 2.1: Work with Caltrans, the USFS, June Mountain Ski Area, and local civic organizations to enhance the Kiosk/Visitor Bureau that will, among other things, develop and distribute information on parking and transit alternatives.

Policy 3: Promote the construction of off-street public parking facilities adjacent to commercial areas.

Action 3.1: Promote the acquisition of lands for parking facility construction. Link the construction of parking lots and the connector road. First attempts to acquire parking areas should be from "willing sellers".

Action 3.2: Where feasible, promote the construction of small public parking facilities rather than one large parking facility, in order to provide close, convenient parking for more businesses.

Action 3.3: Parking areas should provide convenient access to the Village and should be constructed in close proximity to S.R. 158.

Action 3.4: Consider establishing a parking district, which would allow for off-site parking for commercial and residential uses in the June Lake Village.

Action 3.5: Design parking areas to minimize potential visual impacts and to blend harmoniously into the existing built environment. Parking areas should incorporate the use of existing natural vegetation, site topography, and landscaping to visually break-up paved parking areas.

Action 3.6: If a parking area is constructed in the area east of the Village on National Forest land south of the June Lake campground, it should be designed to minimize potential visual impacts. This parking area would be located at the Village's gateway and would be highly visible to the visiting public. It would also provide visitors with the first impression of June Lake's commercial district and built environment.

Action 3.7: Parking areas, particularly those located along S.R. 158, should be designed to minimize areas of non-activity or holes in the business district. Open public space such as a small plaza with benches and landscaping should be located along Highway 158 and parking areas should be located behind public areas.

Action 3.8: Incorporate shuttle bus facilities such as covered waiting areas and bus turn around/turnout areas into the parking areas.

Action 3.9: Investigate the potential for funding community parking areas through mechanisms such as grants, development mitigation funds, bond issues, state transportation funds or parking districts.

Policy 4: Continue to monitor and refine the ~~Review and update~~ county parking requirements that ~~to~~ provide greater flexibility for the June Lake Village. Require new developments to meet Mono County parking requirements.

Action 4.1: Use the Planning Permit process to ensure that development meets county parking standards.

Action 4.2: If meeting on-site parking standards is unfeasible, require developers to provide off-site parking in accordance with the Mono County Land Development Regulations or to contribute to a fund to construct public parking facilities. Exactions will not exceed the sum necessary to construct the development's required number of on-site parking spaces. Work with the community to develop flexible parking requirements for Village businesses.

Policy 5: Parking areas should be compatible with and not detract from the atmosphere of commercial districts. Facilitate pedestrian usage by promoting the construction of new parking areas behind structures or minimizing the visual impacts of parking areas through the use of landscaping or other parking lot design measures.

Action 5.1: Through the Planning Permit process work with project proponents to locate parking behind and/or below proposed structures, where applicable.

Action 5.2: Work with project proponents to improve existing parking areas and the design and construction of new parking areas. Parking lots should be designed to minimize driveway connections to streets, to minimize impacts of spill-over parking lot lighting on neighboring property owners, and to minimize visual impacts by breaking up paved areas with landscape planters or walkways constructed of materials other than asphalt. Walkways should be designed to promote pedestrian usage by separating pedestrian space from parking areas through the use of barriers or a change of materials, and through linkages with existing or proposed pedestrian facilities.

Policy 6: Promote the construction of additional on-site parking and limit on-street parking during winter peak periods.

Action 6.1: Require single-family homes to provide two (2) ~~three (3)~~ parking spaces per residence. This policy shall apply to all construction that expands the habitable space of an existing single-family home.

Action 6.2: Work with the community to identify possible parking restrictions for the winter season that limits or prevents on-street parking, and promotes the construction of additional on-site parking spaces.

Policy 7: Encourage the June Mountain Ski Area to provide demand responsive shuttle bus service to reduce the need for on-site parking at the mountain base and to provide patrons with an alternative to driving.

Action 7.1: Work with partners such as the USFS, ESTA and June Mountain Ski Area to provide transit service between Mammoth Lakes and June Lake.

Action 7.2: Encourage the June Mountain Ski Area to provide for alternative parking during peak periods.

Policy 8: Limit patrons of the June Mountain Ski Area from parking along Route 158.

Action 8.1: Work with Caltrans and the June Mountain Ski Area to develop a traffic control/parking plan that minimizes traffic congestion and safety hazards created by parking along S.R. 158 on peak days. The plan should explore improved shuttle bus service, peripheral parking combined with shuttle buses, additional signs and traffic control/parking attendants, among others.

OBJECTIVE L

Promote the construction of enclosed, covered parking to improve June Lake's appearance and lessen the extent of snow removal.

Policy 1: Promote the construction of covered parking by providing density bonuses in the following land use designations where adequate infrastructure is available: Commercial; Commercial Lodging, Moderate and High; Mixed Use; and Multi-Family Residential, Moderate and High.

Action 1.1: Refer to the Mono County General Plan, Development Standards, Chapter 04 – General, 04.100 Density for density bonus regulations. ~~Through the Planning Permit process, award density bonuses at a rate of 1 bonus unit per 2 covered parking spaces to projects that contain covered parking for at least 50 percent of the units. Projects with bonuses shall not exceed the maximum number of units permitted in the Community Development Element's Land Use Designation Section.~~

Policy 2: Residential and commercial development in Specific Plan areas should provide underground or covered parking with convenient access to pedestrian trails and alternative modes of transit. Density bonuses in Specific Plan areas will apply.

Action 2.1: Enforce parking requirements through the Specific Plan process.

OBJECTIVE M

Promote the development of a circulation system that provides safe, reliable year-round access to and around the southern half of the June Lake Loop.

Policy 1: Mitigate avalanche hazards along Route 158 on the south side of June Lake.

Action 1.1: Explore using ITS applications to identify recognized avalanche closures.

Policy 2: Ensure that adequate roadside snow storage areas are provided in the Village, West Village/Rodeo Grounds, Down Canyon, and Pine Cliff areas.

Action 2.1: Acquire easements for snow storage in developing areas as a condition of development approval.

Action 2.2: If determined necessary, designate community snow storage areas.

Action 2.3: Work with project applicants, Caltrans and USFS to acquire alternative snow storage areas, when new development is proposed on properties currently used for snow storage, particularly in the June Lake Village.

Policy 3: Discourage the construction of grades that may be dangerous under winter conditions and the construction of roadways in avalanche areas unless adequate protection measures are taken.

Action 3.1: Require that adequate access, as defined in the Mono County Road Standards for June Lake, be provided as a condition of approval for use permits and land divisions.

Action 3.2: Limit the slope of private driveways to a maximum of 16 percent.

Policy 4: Maintain, to the extent possible, the separation of pedestrians and automobiles during winter conditions.

Action 4.1: Encourage property owners to clear snow from sidewalks during business hours.

Action 4.2: Initiate snow removal/grooming for priority community pedestrian and cross-country paths.

Policy 5: Work with Caltrans to improve snow removal operations in the June Lake Village along Highway 158.

Action 5.1: The County should investigate the feasibility of implementing no-parking periods along Highway 158 in the Village for snow removal purposes. These measures should take place for short time periods during non-peak hours and in close coordination with Caltrans. Providing alternative parking during snow removal periods should be a major consideration in developing this program.

Action 5.2: The County should support/assist the efforts of local business owners in the Village to work with Caltrans to improve snow removal in the Village.

OBJECTIVE N

Develop a trail system that enhances recreational opportunities, promotes non-motorized vehicle use and links recreational activity areas with commercial or residential areas.

Policy 1: Develop a trail system that links recreational activity centers with each other or developed areas with recreational activity areas, consistent with the June Lake Loop Trail Plan (2003).

Action 1.1: Ensure that future development, particularly in the Rodeo Grounds/West Village Specific Plan areas, provides trail easements that are consistent with and complementary to the trails in the June Lake Loop Trail Plan (2003) and that preserve access to adjoining public lands.

Policy 2: Ensure that maintenance costs are factored into the design of the trail system.

Action 2.1: Work with the Forest Service, Friends of the Inyo, other agencies, and community groups to maintain developed trails.

Policy 3: Work with Federal, State and local agencies as well as community groups to acquire funding for the development and maintenance of trails.

Policy 4: Where feasible, promote cross-country skiing on pedestrian trails.

MAMMOTH VICINITY/UPPER OWENS POLICIES

GOAL

Maintain a safe and efficient circulation system.

~~**Policy 1**: Study the feasibility and desirability of keeping the Owens River Road from Highway 395 to the Upper Owens River ranches open during the winter.~~

Policy 2: Support additional mitigation measures to reduce deer collisions, including placement of additional warning signs.

Policy 3: Protect the scenic values of land adjacent to and visible from Highway 395.

Action 3.1: Implement policies in the Visual Resource section of the Conservation/Open Space Element and in the Mammoth Vicinity section of the Land Use Element.

Policy 4: Recommend shoulder widening along Benton Crossing Road around Crowley Lake to increase safety for recreational users.

LONG VALLEY POLICIES

GOAL

Provide and maintain a safe and efficient circulation system in Long Valley while retaining the rural qualities of the area.

OBJECTIVE A

Provide a coordinated trail system for use by bicyclists, pedestrians, or equestrians

Policy 1: Pursue feasibility and local support for development of the following regional trail connections:

- Long Valley to the Convict Lake Road to enable non-motorized travel off of Highway 395.
- Around Crowley Lake on Benton Crossing Road.
- Long Valley to Mammoth Lakes, possibly with a spur to the future Hot Creek Visitor Center.
- Tom's Place to Lower Rock Creek Road.

Action 1.1: Explore the feasibility, opportunities, issues and constraints of each trail segment and consider prioritizing.

Action 1.2: Seek available funding sources for trail improvements and ongoing maintenance costs.

Policy 2: Identify, formalize and utilize existing trails and pathways for connectivity within communities.

Action 2.1: Inventory existing trails.

Action 2.2: Revisit previous Trails Plan and consider updating and formalizing existing trail inventory.

Action 2.3: Explore winter trails and recreation opportunities.

OBJECTIVE B

Provide safety improvements on local streets and Highways

Policy 1: Support efforts to connect Lower Rock Creek Road so that it does not intersect with Highway 395 south of Tom's Place but terminates at Crowley Lake Drive south of Tom's Place.

Action 1.1: Pursue a paved trail from Tom's Place to Lower Rock Creek Road to provide non-motorized safety benefits if the road realignment proves infeasible or cannot be implemented in a reasonable timeframe.

Policy 2: Explore inexpensive and low maintenance traffic calming strategies such as driver feedback signs and striping bike/pedestrian lanes on County roads.

Policy 3: Explore the feasibility of paving Owens Gorge Road with bicycle climbing lanes from Watterson Divide to the Crowley Lake Dam. Note: included in Chapter 6 p. 187 (Commission Hogan)

OBJECTIVE C

Promote the development of a multi-modal circulation system that reduces vehicular congestion, enhances safety and accessibility, and provides convenient access to non-vehicular modes of travel

Policy 1: Promote concepts of a multi-modal circulation system with the following components:

- Increase safety by re-striping and painting appropriate indications on roadway, and provide safe walking shoulders (not sidewalks) adjacent to roads
- Encourage transit providers to utilize the bus stop at the Crowley Lake Community Center
- Explore opportunities for additional bike paths/lanes along existing roads

~~LONG VALLEY POLICIES~~

~~**GOAL**~~

~~Provide and maintain a safe and efficient circulation system in Long Valley while retaining the rural qualities of the area.~~

~~**OBJECTIVE A**~~

~~Provide a coordinated trail system for use by bicyclists, pedestrians, and equestrians.~~

~~**Policy 1**: Recommend the following project as a priority item for inclusion in the STIP or for alternative funding sources such as grants: Provide a trail from Long Valley to the Convict Lake Road to enable bicyclists to ride off of Highway 395.~~

~~**Policy 2**: Designate a bike trail around Crowley Lake on Benton Crossing Road.~~

~~**Policy 3**: Designate a bike trail from Long Valley to Mammoth Lakes.~~

~~**Policy 4**: Designate a bike path from Tom's Place to Lower Rock Creek Road.~~

~~**OBJECTIVE B**~~

~~Provide safety improvements on local streets and Highways~~

~~**Policy 1**: Recommend realignment of Lower Rock Creek Road so that it does not intersect with Highway 395 south of Tom's Place but terminates at Crowley Lake Drive south of Tom's Place.~~

~~**OBJECTIVE C**~~

~~Promote the development of a multi-modal circulation system that reduces vehicular congestion, enhances safety and accessibility, and provides convenient access to non-vehicular modes of travel.~~

~~**Policy 1**: Develop a Long Valley Multi-Modal Plan as part of future RTP updates or ATP/multi-modal plan.~~

~~**Policy 2**: Plan for a transit plaza/transit stop on South Landing Road at the Crowley Lake Community Center.~~

~~**OBJECTIVE D**~~

~~Development a parkway/roadway plan for the Long Valley area that 1) addresses community concerns about bicycle and pedestrian safety; 2) includes streetscape improvements with traffic calming features, and 3) includes a village center architectural guidelines plan for the South Landing Road business area.~~

Policy 1: Complete a parkway/roadway plan for Crowley Lake Drive, South Landing Road, Pearson Road, and other streets to better address the needs and goals of the area residents as they relate to a more walkable/livable community.

Policy 2: Use this plan to define future improvements, funding, and construction of additional facilities to improve the walkability and livability of the streets in the community.

Action 2.1: When developing the parkway/roadway plan, utilize the following design guidelines developed by the community:

- Treat area roads as a parkway instead of just another street to move automobiles, and design these parkways to encourage use by all travel modes;
- Develop entry statements (signage, special road designs, surfacing with pavers/stamped concrete, landscaping, and lighting);
- Consider roundabouts, mini-roundabouts and or mini-circle at some stop sign locations, and bulbouts at key intersections;
- Plan for more bike lanes or bike paths;
- Improve pedestrian and ADA facilities (pedestrian islands, street furniture, cross walks with pavers or stamped concrete);
- Use median and landscaping improvements;
- Address speeding issues with additional traffic calming features;
- Encourage on-street parking for certain roadways in the community;
- Explore reductions in lane width (from 12' down to 11', 10', or 9');
- Reduce excess county right-of-way widths;
- Plan for lighting improvements along certain streets (new fixtures);
- Underground utilities where appropriate and/or make improvements to facilitate future undergrounding of utilities;
- Construct drainage improvements and improve snow storage areas;
- Explore creative ways and/or alternatives to the improvements requested; and
- Hire the appropriate consultant(s) to assist staff in meeting the walkable/livable goals of the community.

Action 2.2: Program and fund the desired improvements as monies become available.

WHEELER CREST POLICIES

GOAL

Provide an improved transportation system that protects and accesses the unique scenic, recreational and environmental resources of the Wheeler Crest area.

Policy 1: Plan and develop alternate transportation modes in coordination with future road improvements and extensions (i.e. bikeways, hiking and equestrian trails).

Action 1.1: Use right-of-way not needed for road construction for bike/pedestrian paths.

Policy 2: Develop safe and efficient pedestrian facilities and walkways.

Action 2.1: Require school bus shelters as needed, when road improvement or widening is required as part of an adjacent development.

Policy 3: Provide sufficient off-street parking for all new development.

Action 3.1: Require two off-street parking spaces on the same site with the main building for each dwelling unit. Driveways shall be designed to minimize grade so that year-round access is assured, and on-street parking is avoided.

Policy 4: Seek provision of year-round scheduled transit services to link the community of Wheeler Crest with recreational sites as well as with business and employment centers.

Action 4.1: Establish and/or promote continuation of inter-city service: Bishop/Mammoth Lakes. Seek inclusion of Wheeler Crest onto the scheduled route.

Policy 5: Provide for the coordination of circulation and land use planning.

Action 5.1: Coordinate with the Mono County Transportation Commission to insure consistency for planning of all long range transportation routes, alternate transportation modes, and future funding sources.

Policy 6: Promote the construction and maintenance of a safe and orderly road system.

Action 6.1: New development shall utilize the existing road system whenever possible to minimize new road construction.

Action 6.2: Coordinate new development proposals with the Wheeler Crest Fire Protection District to ensure adequate emergency access.

Action 6.3: Cul-de-sacs shall provide minimum radii of 50 feet or as otherwise allowed by the Wheeler Crest Fire Protection District to ensure an adequate turn around space for emergency vehicles.

SIERRA PARADISE POLICIES

GOAL

Provide for a safe transportation system that includes all modes (motorist/pedestrian/cycling) for area residents and the traveling public.

Policy 1: Continue current efforts to provide for additional pedestrian and cycling upgrades along Lower Rock Creek Road from the Inyo County line to US 395.

Action 1.1: Where feasible provide an uphill bicycle climbing lane from Inyo County to US 395. Coordinate with Inyo County on bicycle improvements along Lower Rock Creek Road/Old Sherwin Grade Road.

Action 1.2: Where feasible implement footpaths along Lower Rock Creek Road throughout the neighborhood, and local neighborhood streets (e.g. a separate footpath from Sierra Vista Circle to Lower Canyon Road)

Action 1.3: Require rehabilitation projects on Lower Rock Creek Road and area streets to consider including bicycle/pedestrian facilities (e.g. wider shoulders, signage, etc.) as a project component.

Action 1.4: Create a priority system for bike/pedestrian improvements in Sierra Paradise.

*Action 1.*5: Explore traffic calming improvements on Lower Rock Creek Road to reduce speed on lower Rock Creek Road from the Fire Station down to Rock Creek Ranch. Possible locations include the fire station, and sharp curve adjacent to Rock Creek Canyon.

Policy 2: Continue to explore possible upgrades of the Lower Rock Creek Road and US 395 intersection as discussed in the Tom's Place Multi-Modal Connectivity Feasibility Study.

TRI-VALLEY POLICIES

GOAL

Provide a safe and convenient transportation system in the Tri-Valley.

Policy 1: Ensure the safety of the transportation and circulation system in the Tri-Valley.

Action 1.1: Work with Caltrans, ~~and~~ the California Highway Patrol, and the Great Basin Unified Air Pollution Control District to minimize the hazards associated with dust blowing across Highway 6.

*Action 1.*2: Work with Caltrans and the Tri-Valley communities to address highway improvement, safety issues, main street, and development related planning issues.

Action 1.3: Coordinate new development with the White Mountain Fire Protection District and the Chalfant Community Service District to ensure adequate emergency access.

Action 1.4: Designate a site for a landing strip in Hammil for agricultural and emergency use.

Policy 2: Provide a bike route from the Inyo/Mono County line to the intersection of Highway 6 and State Route 120 in Benton.

Action 2.1: Consider widening the shoulder along Highway 6 as part of future road improvements.

Action 2.2: Investigate the feasibility of establishing a bike trail along the abandoned railway right-of-way east of Highway 6 in Mono County.

Policy 3: Consider designating a bike route from Chalfant to Fish Slough.

Policy 4: Study the feasibility of providing rest stops or turnouts along Highway 6 throughout the Tri-Valley area.

Policy 5: Consider designating Highway 6 as a scenic highway/byway.

Action 5.1: Amend the Mono County General Plan's scenic highway system to include Highway 6, if supported by Tri-Valley residents.

OASIS POLICIES

GOAL

Maintain a safe and efficient circulation system in the Oasis area.

Policy 1: Support regular maintenance by Caltrans of S.R.'s 168 and 266 to and through Oasis.

Policy 2: Support regular maintenance of county roads in the Oasis area.

Under Review by TOML staff TOWN OF MAMMOTH LAKES POLICIES

The following goals and policies are from the Town of Mammoth Lakes ~~Mobility Element~~Draft Mobility Element.

This Element describes how the Town achieves a progressive and integrated multi-modal transportation system, one that serves the various needs of residents, employees and visitors. Mammoth Lakes will be connected, accessible, uncongested and safe with emphasis on feet first, public transportation second, and car last. Overall, mobility will be improved through measures such as:

- Increasing and improving available transportation options
- Providing incentives to change travel mode, time or destination
- Land use planning that reinforces feet first and improves mobility
- Connecting sidewalks and trails to transit, parking facilities, and parks year-round to provide a better experience
- Parking facilities that encourage people to walk, bike or use transit
- Future streets located to create flexibility of movement and provide multiple access routes to improve access for emergency, delivery, service, public and private vehicles
- Traffic calming and control measures
- Upgrade the Mammoth Yosemite Airport terminal to allow for more than regional air service.

M.1. **GOAL: Develop and implement a townwide way-finding system.**

Regional Transportation

M.2. **GOAL: Improve regional transportation system.**

M.2.A. **Policy**: Maintain and expand access to recreation areas via coordinated system of shuttle and bus services, scenic routes, trails and highways.

M.2.B. **Policy**: Reduce highway traffic congestion and address other planning issues through collaboration with neighboring jurisdictions and regional agencies.

M.2.C. **Policy**: Work with Caltrans to coordinate transportation systems during high traffic flow events and weather emergencies. Adjustments include traffic control officers, message signs and temporary barriers.

M.2.C.1. *Action*: Review and update the Regional Transportation Plan (RTP). Maintain a list of regionally significant streets and roads for inclusion in the RTP.

M.2.C.2. *Action*: Avoid peak periods of congestion by developing design standards for traffic operation and scheduling.

M.2.D. **Policy**: Support upgrading of State Route 14 and State U. S. Highway 395.

M.2.E. **Policy**: Support federal and state efforts to mitigate impacts of truck traffic and freight hauling on regional highways.

M.2.F. **Policy**: Establish convenient and energy efficient access to the Mammoth Yosemite Airport.

M.2.F.1. *Action*: Provide transit service, and encourage lodging-provided and other shuttle services, connecting the town with the Mammoth Yosemite Airport. Discourage rental cars at the Airport.

In-Town Transportation

M.3. **GOAL: Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards.**

M.3.A. **Policy**: Maintain a Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads.

M.3.B. **Policy**: Reduce automobile trips by promoting and facilitating:

- Walking
- Bicycling
- Local and regional transit
- Innovative parking management
- Gondolas and trams
- Employer-based trip reduction programs
- Alternate work schedules
- Telecommuting
- Ride-share programs
- Cross-country skiing and snowshoeing

M.3.C. **Policy**: Reduce automobile trips by promoting land use and transportation strategies such as: implementation of compact pedestrian oriented development; clustered and infill development; mixed uses and neighborhood serving commercial mixed use centers.

M.3.D. **Policy**: Encourage visitors to leave vehicles at their lodging by developing pedestrian, bicycle, transit and parking management strategies.

M.3.E. **Policy**: Require development to implement Transportation Demand Management (TDM) measures.

M.3.E.1. *Action*: Develop a TDM strategy and implement through programs, guidelines and the Municipal Code.

M.3.F. **Policy**: Encourage the school district, ski resort and other major public and private traffic generators to develop and implement measures to change travel behavior.

M.3.G. **Policy**: Construction activities shall be planned, scheduled and conducted to minimize the severity and duration of traffic impediments.

M.3.G.1. Action: Town shall set standards for non-conformance and for schedule delays.

M.3.H. **Policy**: Commercial developments shall not allow delivery vehicles and unloading activity to impede traffic flow through adequate delivery facilities and/or delivery management plans.

M.3.H.1. *Action*: Establish delivery area standards to be met as part of the planning approval process.

Walking and Bicycling

M.4. **GOAL: Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive.**

M.4.A. **Policy**: Improve safety of sidewalks, trails and streets.

M.4.B. **Policy**: Provide a high quality pedestrian system linked throughout the community with yearround access.

M.4.B.1. *Action*: Develop and implement a pedestrian improvement plan.

M.4.C. **Policy**: Design streets, sidewalks and trails to ensure public safety such as:

- adequate dimensions and separation
- glare-free lighting at intersections
- directional and informational signage

- trash receptacles
- benches
- shuttle shelters
- protected roadway crossings
- landscaping
- groomed community trails
- snow removed from sidewalks

M.4.D. **Policy**: Provide safe travel for pedestrians to schools and parks.

M.4.D.1. *Action*: Update trail, streetscape and roadway design standards as well as the Circulation, Trail System and General Bikeway Plans to:

- Establish a system of bicycle routes and pedestrian trails for recreation, commuting and shopping that is comprehensive and safe
- Develop a townwide maintenance, grooming and/or snow removal program for sidewalks and trails to provide year-round pedestrian access
- Design and construct streetscapes and roadways to reduce long-term maintenance costs in a harsh climate

M.4.E. **Policy**: Development shall improve existing conditions to meet Town standards.

M.4.F. **Policy**: Improve pedestrian safety along State Route 203 by working with Caltrans to incorporate techniques such as sidewalks, roadways and/or shoulder modifications, highway grade changes or rerouting, and pedestrian crossings.

Transit System

M.5. **GOAL: Provide a year-round local public transit system that is convenient and efficient.**

M.5.A. **Policy**: Expand and increase reliability of transit service to meet the needs of the community and visitors.

M.5.A.1. Action: Develop a transit plan and update regularly.

M.5.B. **Policy**: Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round access.

M.5.C. **Policy**: Increase availability of transit services by working collaboratively with other agencies and organizations.

M.5.C.1. *Actio*n: Explore development of a transit system center and secondary locations to provide:

a. Convenient transfer between different modes of transport
b. An attractive place to wait for public transit services
c. A centralized location for transit information

M.5.C.2. *Action*: Prepare an annual report assessing transit needs of residents, workforce and visitors and evaluating use of transit services.

Parking

M.6. **GOAL: Encourage alternative transportation and improve pedestrian mobility by developing a comprehensive parking management strategy.**

M.6.A. **Policy**: Develop efficient and flexible parking strategies to reduce the amount of land devoted to parking.

M.6.B. **Policy**: Support development of strategically located public parking facilities.

M.6.B.1. *Action*: Conduct thorough review of public parking needs and develop comprehensive parking strategy including:

- Off-site parking

- Shared parking
- In-lieu fees for parking
- Public parking facilities
- Parking equipment innovations
- Tandem parking
- On-street parking

M.6.B.2. *Action*: Update the Municipal Code to implement the comprehensive parking strategy.

M.6.B.3. *Action*: Revise the Municipal Code to include bicycle parking and storage standards.

Streets

M.7. **GOAL: Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative.**

M.7.A. **Policy**: Install traffic control and safety operational improvements at intersections on arterial roads as required to meet the above Levels of Service.

M.7.B. **Policy**: Design and develop a functional hierarchy of arterial, collector, and local streets and rights-of-way including mid-block connectors.

M.7.B.1. Action: Update sidewalk, bikeway and road design and development standards.

M.7.C. **Policy**: Improve substandard roadways to Town standards.

M.7.D. **Policy**: Monitor impact of development on local and regional traffic conditions and roadway network to plan for future improvements in the network.

M.7.D.1. *Action*: Annually review and update the Town's Capital Improvement Program.

M.7.D.2. *Action*: Secure needed right-of-way for future roadway improvements by updating the Municipal Code and/or Traffic Mitigation Fee program to establish guidelines or requirements for development.

M.7.E. **Policy**: Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.

M.7.F. **Policy**: Plan new and/or reroute existing streets and circulation facilities where required by new development or to achieve circulation objectives.

M.7.G. **Policy**: Identify and protect future public rights-of-way and facilities in development.

M.7.H. **Policy**: Development shall dedicate, design and construct internal and adjacent streets, sidewalks and trails to Town standards.

Traffic Calming

M.8. **GOAL: Enhance small town community character through the design of the transportation system.**

M.8.A. **Policy**: Encourage traffic-calming techniques that protect residential neighborhoods and streets, enhance public safety, maintain small town character and enhance resort design objectives.

M.8.A.1. *Action*: Build and monitor roundabouts as a means of traffic control at intersections.

M.8.A.2. *Action*: Study smoothing and slowing flow of traffic in commercial areas by reducing through-traffic lanes and converting the area into improved turning lanes, landscaping, bicycle lanes or one-way streets.

M.8.B. **Policy**: Facilitate implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects.

M.8.C. **Policy**: Improve pedestrian traffic and roadway circulation affected by snow storage by increasing shoulder width and building sidewalks and trails along State Route 203, Minaret Road, Meridian Boulevard, and Old Mammoth Road.

Snow Management

M.9. **GOAL: Improve snow and ice management.**

M.9.A. **Policy**: Require snow management methods that minimize environmental damage while optimizing road and pedestrian safety. Coordinate with Caltrans to develop better snow removal along SR 203/Main Street.

M.9.B. **Policy**: Increase year-round pedestrian access to sidewalks and transit stops.

M.9.C. **Policy**: Support development of geothermal and solar heating opportunities for snow removal.

M.9.C.1. *Action*: Encourage development of a townwide economic analysis and plan to identify areas suitable for geothermal and solar snow melt.

CHAPTER 5: ACTION ELEMENT

LONG-RANGE SYSTEMWIDE TRANSPORTATION PLAN

The long-range system wide transportation plan in Mono County over the 20-year timeframe of this RTP will include the highway and roadway system, transit services, aviation facilities, and non-motorized facilities (generally recreational facilities for bicyclists and pedestrians). Alternatives to the existing transportation system in the county are limited by the county's isolation, topography, extreme weather conditions, small population, large distances between communities, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside of existing developed areas.

Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of alternative routes for highways and roadways during the 20-year timeframe of this RTP is unlikely due to lack of demand for additional roads, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas.

The existing transportation system in the county (highway/roadway system, transit services, aviation facilities, non-motorized facilities) has been designed to accommodate increasing demand for those facilities and services over the 20-year timeframe of this RTP. Demand for additional alternative methods of transportation, other than those currently existing in the county, is not anticipated to occur over the 20-year timeframe of this RTP given the constraints noted above.

The Eastern Sierra Transit Authority (ESTA) will continue to be an integral part of the transportation system. In the future, the use of transit will increase, particularly in community areas such as Mammoth Lakes and June Lake. Use of non-motorized facilities, such as bike and pedestrian trails, will also increase in the future, particularly in community areas and as additional monies become available to improve such facilities.

Use of the Mammoth Yosemite Airport will increase in the future as operational and safety improvements are made at the facility and as the Town implements additional marketing efforts to increase use of the facility. Use of the ~~Bridgeport~~ Bryant Field Airport in Bridgeport will remain the same. Use of the Lee Vining Airport could increase as efforts such as YARTS promote alternative modes of travel to the Yosemite region.

CORRIDOR PRESERVATION

Highway 395

Highway 395 is, and will remain over the long-term 20-year timeframe of this RTP, the major access to and through Mono County and the major transportation route in the area. The primary needs for Highway 395 throughout Mono County are safe winter access countywide; increased passing opportunities; adding adequate shoulders during Highway 395 maintenance projects to enable safe bike use; and the development of sufficient revenue sources to meet these needs. In community areas where Highway 395 is the "Main Street" for the community, there is a need to provide improvements to increase the livability of those communities.

Highway 6

Highway 6, from the Inyo County line north of Bishop to the Nevada state line, will continue to provide regional transportation connections and to serve as a trucking route between Southern California and the western mountain states (Washington, Idaho, Montana). (The Reno Tahoe Industrial Center impacts – check with Dist 9 and Route Concept Report) Caltrans has identified the primary purpose of the route as interregional traffic (largely trucks). The route is currently a maintenance ~~–~~only route with some improvements planned for the future as traffic volumes increase. In community areas where Highway 6 is the "Main Street" for the community, there is a need to provide improvements to increase the livability of those communities.

Routes 120, 167, 182, 108, and 89

The remaining state highways in the County are 2-lane minor arterials that provide interregional access east and west from Highway 395 to Nevada and seasonal access to the western side of the Sierra. The main concern on these routes is continued adequate maintenance, including timely road openings following winter closures.

Route 203
State Route 203 provides access to the Town of Mammoth Lakes (Main Street), MMSA, Minaret Summit (Madera County Line), and summer access to Devils Postpile National Monument and Reds Meadow.

PREVIOUS PLAN ACCOMPLISHMENTS

The following progress has been made towards the implementation of policies and action items in the 2008 RTP:

- Following adoption of the Mono County Transit Plan, an Action Plan was developed for ESTA and funded by the Local Transportation Commission (LTC) for five years. The LTC is currently cooperating with ESTA and the Inyo LTC to retain a consultant to update the Short-Range Transit Plan.
- The County is continuing to fund the update and maintenance of its GIS for transportation planning purposes.
- In order to identify and quantify potential future rehabilitation projects on local road systems, both Mono County and the Town of Mammoth Lakes have recently initiated pavement management systems.
- The LTC programmed a number of STIP projects, including state highway projects and local road projects. All of the identified MOU projects are close to completion. A number of STIP projects have been added into the RTIP, including projects with Inyokern and Caltrans and local road and sidewalk projects.
- The LTC continues to participate in YARTS, which has shown growing transit ridership and has expanded service to Tuolumne Meadows and Yosemite Valley from Mammoth Lakes, June Lake and Lee Vining. YARTS is considering expanding to provide service from Tuolumne Meadows to Fresno.
- The LTC participated with Caltrans in a Highway 395 Corridor Study and is starting to implement this with the Bridgeport Main Street project.
- Members of the LTC continue to coordinate pass opening policies with Yosemite National Park and Caltrans. The LTC ~~is also~~ reviewed~~ing~~ and commented~~ing~~ on the Merced River Plan and Tuolumne River Plan to ensure transportation needs are met and is coordinating with Yosemite National Park on a Hwy. 120 overlay project.
- The County continues to update the Master Plans for the Lee Vining and Bryant Field (Bridgeport) Airports.
- The Town has worked with the FAA to conduct environmental studies for potential expansion and improvements to Mammoth Yosemite Airport. The Town is currently completing the process of FAA approval for an updated Layout Plan for Mammoth Yosemite Airport.
- The County is in the process of implementing some components from the June Lake Loop Trails Plan and is in the process of updating that Plan.
- The County and Town continue efforts to implement pedestrian planning principles for County communities and to focus on the provision of Complete Streets components, utilizing funding through the Active Transportation Program.
- The County has programmed and completed several FAA projects for Bridgeport and Lee Vining airports.
- The LTC has continued its outreach process to ensure coordinated transportation planning with Native American communities in the County. The Town and County meet periodically with local tribes through the Collaborative~~e~~ Planning Team. Staff has also contacted the tribes to discuss their respective transportation issues for this RTP update. ~~The LTC has conducted unmet transit needs hearings at the Bridgeport Indian Colony.~~

- The LTC initiated a collaborative regional transportation planning process with Kern, Inyo, and San Bernardino Counties and Caltrans. Those entities have formalized a MOU to pool funds for high priority STIP projects in the region. The LTC has recently revised the MOU with Kern, Inyo and SANDBAG.
- The County worked with Caltrans Districts 6, 8 and 9 to initiate improvements to Highway 395 between Interstate 15 and Highway 58.
- The LTC collaborated with Inyo LTC and Kern COG for the development of the Eastern Sierra Regional Transit Plan and ESTA has now implemented transit service from Reno to Lancaster.
- The LTC continues to solicit input from community groups on transportation projects on the 395/14 corridor.
- The LTC continues to use its Regional Planning Advisory Committees (RPACs) and other community planning groups, along with Planning Commission meetings, and the TOML Planning and Economic Development Commission, for outreach to local residents on transportation system needs and issues.
- The LTC continues to implement a variety of approaches to provide greater outreach to the Hispanic community, including a Hispanic working group for the Bridgeport Main Street Project, translating materials and notices into Spanish, and seeking input from the Hispanic community for ~~the~~ unmet needs;
- The Eastern Sierra Transit Authority (ESTA) is now the sole transit provider in the County, other than specialized transit services provided by local social service agencies. ESTA operates fixed-~~-~~route service from Reno to Lancaster, Dial-A-Ride services in local communities, local services in Mammoth Lakes including winter services under contract to MMSA base ski facilities, seasonal services to Reds Meadow, and employee shuttle services for Mammoth Mountain Ski Area.
- ESTA has concluded an initial performance audit and has initiated a second audit. As a result of the first audit, ~~ESTA is conducting~~ a roles and responsibility study was conducted to clarify the roles of ESTA, the Mono LTC, and the Inyo LTC.
- The LTC continues to work with local social service agencies to evaluate local transportation needs for the ~~Welfare to Work participants~~ unmet needs process.
- ESTA continues to serve as the Coordinated Transit Service Agency (CTSA) enabling them to be a direct claimant for funds and to coordinate transit services with other providers in order to make connections.
- The Town of Mammoth Lakes is finalizing the update of its ~~Mobility Element~~Draft Mobility Element; a draft version has incorporated in the RTP.
- The Eastern Sierra Scenic Byway has been supplemented with community entry signs ~~and a proposed TE project~~ for additional interpretive amenities. The LTC has obtained funding to do a corridor management plan and application for National Scenic Byway Status for Hwy. 395.
- Mono County continues to enforce scenic highway protection standards for Highways 395 and 89.
- The Town of Mammoth Lakes is in the process of completing a Parking District and Pricing Study.
- Mono County has completed a County Bus Stop Master Plan and ESTA is in the process of implementing the installation of bus stops throughout the County.
- The Town has completed improvements to the town pedestrian and bike systems (e.g. flashing pedestrian cross walks and Safe Routes to School improvements).
- The Town has implemented transit improvements, including bus stops and a transit center at the Village. The Town is working with ESTA to develop a master plan for a transit facility and to implement components of that plan.
- The Town has completed a Pedestrian Master Plan, and has implemented a number of including Safe Routes to School sidewalk improvements, and a connector to Cerro Coso College.
- The Town has completed several bike path improvements including a paved multi-use trail from Town to and in the Lakes Basin.~~-~~

- In 2011, the Town worked with the Inyo National Forest and Mammoth Lakes Trails and Public Access to complete the Lakes Basin Special Study. The Town and Inyo National Forest are now working on implementing additional capital projects in the Lakes Basin area ~~area.~~
- The Town completed the Trails System Master Plan (TSMP), a comprehensive trails and public access plan that updates the Town's 1991 Trails System Plan for the area within the Town's municipal boundary. The Town is now in the process of implementing components of that plan.
- The Town continues to work on improvements to signage and wayfinding. In 2011, the Town and the Inyo National Forest installed trail signs as part of the Lakes Basin Path project; the signs are consistent with the Trail System Signage Program jointly approved by the Town and the Inyo National Forest.
- The Town completed a Municipal Wayfinding Master Plan in 2012, which included a schematic design and master plan for signage and wayfinding within the Town's urban area. The Plan is intended to integrate with the Trail System Signage Program, to direct visitors to public and private recreation, civic, commercial, and entertainment destinations.
- The LTC continued to work with Caltrans District 9 on regional and local planning issues.
- The LTC worked with Caltrans on a Hwy 395 Origination and Destination Study for 2011.
- Noise readings on county roads were updated in 2013.
- A consultant has prepared a report suggesting new road standards for some county roads. The county will evaluate the proposed new standards as part of its review of its Fire Safe Standards.
- The County conducted a survey of available parking in June Lake, Lee Vining, and Bridgeport and developed updated parking regulations for historic commercial core areas in order to facilitate the orderly development of business districts.
- The County is currently implementing the 2012 RTIP, including components included in the MOU and components that address Complete Streets.
- The County and LTC completed a Community-Based Transportation Planning project for Bridgeport Main Street and implemented a street re-design consisting of lane reductions and the addition of on-street parking and bike lanes.
- What about TE projects, at least School St Plaza? Other projects like sidewalks in Lee Vining? Bridgeport and Lee Vining Streets? June Lake streets?

PLAN IMPLEMENTATION AND REVIEW: PERFORMANCE MEASURES

The following performance measures have been identified for the Mono County RTP.

MONO COUNTY RTP PERFORMANCE MEASURES	
1 **Desired Outcome**:	COST EFFECTIVENESS
Performance Measure:	Transit Farebox Recovery Ratio.
Objective:	Maintain farebox recovery ratios at or above 10 %.
Measurement Data:	Monthly farebox recovery ratios for Eastern Sierra Transit Authority.
Performance Indicator:	Monthly reports provided by Eastern Sierra Transit Authority.
2 **Desired Outcome**:	CUSTOMER SATISFACTION/CONSENSUS
Performance Measure:	Public Participation in Transportation Planning.
Objective:	Maintain high levels of public participation in transportation planning process for state and local projects.
Measurement Data	Transportation planning/projects are reviewed by public prior to adoption.
Performance Indicator:	Consensus occurs on majority of transportation planning/projects.

3 Desired Outcome: ENVIRONMENTAL QUALITY
Performance Measure: Air Quality/Air Emissions.
Objective: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.
Measurement Data: Existing air quality data from GBUAPCD.
Performance Indicator: Air quality data from GBUAPCD.

4 Desired Outcome: ENVIRONMENTAL QUALITY
Performance Measure: Environmental Protection and Enhancement.
Objective: Fully analyze environmental impacts, short-term and long-term, of transportation decisions. Avoid or mitigate impacts and implement environmental enhancements where possible.
Measurement Data: Environmental standards in local planning documents.
Performance Indicator: Environmental documentation required to meet state and federal standards are adopted by local planning entities.

5 Desired Outcome: MOBILITY ON AVIATION SYSTEM
Performance Measure: Airport Usage Data.
Objective: Expand accessibility to the airports in the County and increase usage at those airports.
Measurement Data Airport usage data provided by FAA, Mono County Public Works Department, and Town of Mammoth Lakes Public Works Department.
Performance Indicator: Evaluation of the change in airport usage at time of the next RTP update.

6 Desired Outcome: MOBILITY ON TRANSIT SYSTEMS
Performance Measure: Ridership.
Objective: Expand ridership on all transit systems (inter-regional, regional, community, Dial-A-Ride).
Measurement Data Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).
Performance Indicator: Evaluation of the change in ridership at time of the next RTP update.

7 Desired Outcome: MOBILITY/ACCESSIBILITY ON NON-MOTORIZED FACILITIES
Performance Measure: Mileage of non-motorized facilities and linkages provided between different segments of non-motorized facilities.
Objective: By 2020, the mileage of non-motorized facilities in the County should increase by ~~XX~~ ?? miles. Linkages should be developed between non-motorized facilities both within communities and between communities.
Measurement Data Inventory of non-motorized facilities and linkages.
Performance Indicator: Updated mileage data for non-motorized facilities and linkages between those facilities.

8 Desired Outcome: Maintain Existing Infrastructure – Bridges and Roadways in good condition
Performance Measure: Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index
Objective: Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming .
Measurement Data Maintain roadways to not less than a PCI rating of 5 or greater
Performance Indicator: Update all pavement conditions via PMS/AMS every 2 years. .

9 Desired Outcome: LIVABILITY OF LOCAL COMMUNITIES
ECONOMIC WELL BEING OF LOCAL COMMUNITIES
Performance Measure: Livable community design standards/projects for roads that serve as Main Street in communities.

Objective:	Integrate livable community design standards into the transportation planning process and implement livable community design projects.
Measurement Data	Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.
Performance Indicator:	Evaluation of number of livable community projects implemented by next update of the RTP.

10 Desired Outcome:	SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES
Performance Measure:	Resource efficient design standards/projects for transportation system projects.
Objective:	Integrate resource efficient design standards into the transportation planning process and implement resource efficient projects.
Measurement Data	Fuel consumption and vehicle miles traveled.????
Performance Indicator:	Evaluation of number of resource efficient projects implemented by next update of the RTP.

AIR QUALITY

Attainment Status

Mono County and the Town of Mammoth Lakes meet all state and national air quality standards except for particulate matter (PM_{10}) and ozone. PM_{10} emissions are measured at Mammoth Gateway and in the Mono Basin; ozone emissions are measured at Mammoth Gateway.

Compliance with State Implementation Plan (SIP)

Regional transportation plans must conform to the requirements of the State Implementation Plan (SIP) for air quality control. The requirements for conformity apply "…in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section 1203 (b)(1)]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes (PM_{10} emissions resulting primarily from resuspended road cinders and auto emissions). As a result, the Air Quality Management Plan for the Great Basin Unified Air Pollution Control District (GBUAPCD) and the State Implementation Plan (SIP) for Mono County do not include any transportation related requirements other than for the Town of Mammoth Lakes. The following section addresses plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Those plans and policies (including the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations, the Mammoth Lakes Revised Transportation and Circulation Element, and the Mammoth Lakes Transit Plan) are incorporated by reference in this RTP (see Chapter 1, Documents Incorporated by Reference).

Transportation Related Air Quality Mitigation

In compliance with GBUAPCD requirements, and in consultation with the GBUAPCD and other agencies, the Town adopted an Air Quality Management Plan prepared by the GBUAPCD, including Particulate Emissions Regulations (Chapter 8.30 of the Municipal Code). These regulations set a peak level of VMTs (vehicle miles traveled) at 106,600 per day and direct that the Town review development projects in order to reduce potential VMTs. Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The Plan also requires the Public Works Director to undertake a street sweeping program to reduce particulate emissions caused by road dust and cinders on Town roadways.

Prior to 1990, the Town recorded 10 violations of the federal 24-hour $_{PM10}$ standard. Following implementation of the plan in 1990, there was an immediate decline in PM_{10} emission; since 1994, despite continued growth, there have been no further violations of the national standard. As a result, in 2013, an Air Quality Maintenance Plan and PM_{10} Redesignation Request was developed to update the 1990 Air Quality Management Plan for the Town of Mammoth Lakes. The 2013 Plan reviews the background of the 1990 plan, the measures implemented as a result of that plan and their effectiveness, and changes to clean air regulations since the adoption of the 1990 plan. The

2013 Plan then recommends maintenance measures and requests that the Town of Mammoth Lakes be redesignated as in attainment for the federal PM10 standard.

The 2013 Plan recommends amending Section 8.30.100B of the Town Municipal Code which sets a limit for VMT within the Town. The current limit is 106,600 VMT on any given day. The proposed VMT at General Plan buildout is 179,708; air quality modeling shows that this level of traffic will not cause violations of the federal air quality standards.

The success of the existing control measures demonstrates that PM_{10} levels have been reduced and will be reduced to a sufficient degree that contingency measures are not required. Nonetheless, additional measures have been incorporated into the AQMP to assist in further reductions of PM_{10} levels with the goal of improved compliance with the California Ambient Air Quality Standard for PM_{10}. These measures include amending the Town of Mammoth Lakes Particulate Emissions Regulations to match GBUAPCD Rule 431, requiring all wood burning fireplaces and stoves, whether certified or not, to comply with no-burn days

Although the federal standard for PM_{10} is currently being met, the more stringent California Ambient Air Quality Standard for PM_{10} (50 µg/m3) is still violated in Mammoth Lakes. The number of monitored state standard violations was as high as 56 in 1993, but has declined significantly since the adoption of the AQMP. Over the last four years of daily monitoring in the Mammoth Lakes (2009-12) the number of state PM_{10} standard violations has ranged from four to 31 per year (GBUAPCD, 2013).

The Town's Transit Plan and the ~~Mobility Element~~Draft Mobility Element of the Town's General Plan contain policies that are intended to increase transit ridership and reduce automobile usage. Recommended service improvements include expansion of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and ~~Mobility Element~~Draft Mobility Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

LAND USE/AIRPORT LAND USE

Land use development in Mono County is constrained by the lack of privately owned land and by the lack of existing infrastructure (roads, utilities, water/sewer) outside of community areas. In addition, land use policies for community areas in the county (developed by the county's citizens regional planning advisory committees) focus on sustaining the livability and economic vitality of community areas. As a result, Mono County General Plan policies direct development to occur in and adjacent to existing community areas.

Many county residents do not work in the community in which they live. It is assumed that the separation between jobs and housing will continue, and will increase in the future due to the nature of the County's tourist-based economy. Traffic volumes will increase as this trend continues, particularly in the southern portion of the county (June Lake, Mammoth Lakes, Crowley Lake, Wheeler Crest).

Transportation strategies have been developed in conjunction with land use policies to focus development in and adjacent to already developed community areas that are served by existing highway systems and to ensure that adequate capacity will exist in the future. Airport land use policies focus on land use compatibility and safety issues. The County's draft Resource Efficiency Plan contains policies and programs that conserve resources and reduce greenhouse gas emissions, in order to supplement and enhance existing resource conservation policies and to develop sustainable communities.

ENVIRONMENTAL IMPACTS

Mono County's economy is dependent on natural-resource based recreation and tourism. Projects that detract from or degrade those natural resources are a concern. Environmental resources of special concern in relation to transportation planning and projects include scenic resources, wildlife and wildlife habitat, air quality, and noise.

Mono County communities and the LTC have been very pro-active in seeking transportation improvements that enrich the livability of local communities. Mono County's tourist based economy can be enhanced by flexible highway designs, better facilities for pedestrians and cyclists, additional parking facilities, reduced travel speeds, reduction of vehicle trips, and creating an environment that does not favor the automobile over other transportation modes.

EMERGENCY PREPAREDNESS PLANNING

The Mono County Emergency Operations Plan (EOP), developed by the Office of Emergency Services, outlines how emergency workers should respond to major emergencies within the county. It is a link in the chain connecting the detailed standard operating procedures of local public safety agencies to the broader state and federal disaster plans. It addresses potential transportation-related hazards, including potential hazards from earthquakes, volcanic eruptions, floods, and hazardous materials transport. It also addresses emergency preparedness and emergency response for the regional transportation system, including the identification of emergency routes. Alternative access routes in Mono County are limited primarily to the existing street and highway system due to the terrain and the large amount of publicly owned land. However, the County has developed alternative access routes for community areas that had limited access (i.e. North Shore Drive in June Lake, the Mammoth Scenic Loop north of Mammoth Lakes).

RESOURCE SHARING & PUBLIC/PRIVATE PARTNERSHIPS

Resource sharing, including public/private partnerships, is a priority for the Mono County LTC. The LTC continues to participate in several resource sharing projects including: working with the CTC and Caltrans to ~~expedite the Rush Creek 4-lane~~ MOU projects, including the commitment of funds to cover a multi-million dollar funding shortfall on Freeman Gulch 4 - lane; initiating a collaborative regional transportation planning process with Kern, Inyo, and San Bernardino Counties and Caltrans, including approval of a formal MOU to pool funds for high priority STIP projects in the region; and working with the Town of Mammoth Lakes to initiate a pavement management system to assist in identifying future rehabilitation projects on local road systems.

Ongoing transportation-related public/private partnerships in the county include the partnership between the Town and Mammoth Mountain Ski Area to market the airport and bring scheduled commercial jet air service to Mammoth Lakes.

IMPLEMENTATION STRATEGIES

This section presents short-range (up to 10-years) and long-range (20 years and longer) action plans for the following components of the Mono County transportation system: highways, streets and roads, transit, interregional connections (goods movement), aviation, and multi-modal non-motorized facilities (bicycle and pedestrian trail systems). These are specific projects slated to implement the plan.

HIGHWAYS

Caltrans remains responsible for the planning, design, construction, operation, maintenance, and rehabilitation of the State Highway System. Proposed rehabilitation projects are listed in the State Highway Operation and Protection Program (SHOPP). The current adopted SHOPP for Mono County is shown in Appendix D. Regional transportation planning agencies, such as the Local Transportation Commission, are responsible for planning and implementing a wide range of transportation improvements, including state highways, grade separation, transportation system management projects, transportation demand management projects, local street and road projects, intermodal facilities and pedestrian and bicycle facilities. The State Transportation Improvement Program (STIP) remains the key programming tool for these transportation improvements; the STIP process now includes programming for some project development and design.

The current adopted STIP for Mono County, the short-range highway improvement program, is shown in Appendix D, along with Caltrans' Interregional Improvement Program, the long-range highway improvement program. In the past, STIP projects have been confined to highway projects. With the passage of SB 45, STIP funds are now available for a variety of transportation improvement projects. As a result, although the STIP contains primarily highway projects, it also may also contain projects on county and town roads, as well as pedestrian and bikeway improvements, and transit projects. These are specific action items to be completed in the immediate future. General action plans, both short-term and long-term, for county and town roads, aviation, pedestrian facilities, and bikeway facilities are contained elsewhere in this chapter.

LOCAL ROADWAYS

COUNTY ROADWAY IMPROVEMENT PROGRAM--SHORT TERM

The Mono County Short Term Roadway Improvement Program focuses on addressing ongoing operations and maintenance needs for the Road Department (administration, operations and maintenance, snow removal, new equipment, and engineering). Roadway construction or rehabilitation projects are limited to those included in the STIP. Current STIP projects on Mono County roadways are identified in the STIP in Appendix D.

COUNTY ROADWAY IMPROVEMENT PROGRAM--LONG TERM

The County's Long Term Roadway Improvement Program includes major rehabilitation projects to bring all county roads to structural adequacy within 20 years. The costs of such rehabilitation projects are estimates at this time, and these projects are identified in the County's Pavement Management Program in Appendix D.

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM—SHORT TERM

The Town of Mammoth Lakes' Short Term Roadway Improvement Program also focuses on ongoing operations and maintenance needs. Roadway construction or rehabilitation projects are limited to those included in the STIP. Current STIP projects on Town roadways are identified in the STIP in Appendix D.

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM –LONG TERM

The Town's Long Term Roadway Improvement Program focuses on rehabilitation and improvement of major roadways. The costs of such projects are estimates at this time, and these projects are identified in Appendix D.

TRANSIT

The Mono County Transit Plan (incorporated by reference in the Mono County RTP—see Chapter 1, Planning Process) examines countywide transit needs, analyzes existing service routes, and provides alternatives for transit routes and service providers. The overall purpose of the Mono County Transit Plan is to establish a short-term action program (10-year) and long-term (20 year) goals and policies for the development and operation of a transit system that provides for the needs of local residents as well as visitors. The plan addresses regional routes that provide access to communities throughout the county and to major recreational areas, as well as community routes that provide access throughout communities and to surrounding recreational areas.

The Transit Plan is intended to expand upon and implement policies in the Mono County Regional Transportation Plan, and the Mono County General Plan, and to coordinate with applicable plans of surrounding jurisdictions. Specific purposes of the plan are to analyze existing transit services and to provide a concise summary of those services, to evaluate the needs of county residents and visitors for transit services, to estimate future demand for transit services, to evaluate funding opportunities to sustain the long-term viability of the transit system, and to delineate policies for the future development and operation of transit systems in the county. Since adoption of the Transit Plan, the Mono County Transit Service has expanded its routes in response to needs identified in the Plan and at annual unmet needs hearings.

The Town of Mammoth Lakes has completed a Transit Plan and a draft ~~Mobility Element~~Draft Mobility Element. Those documents are incorporated by reference in the Mono County RTP; policies from the ~~Mobility Element~~Draft Mobility Element are included in this RTP (see Chapter 4, Policy Element-Community).

The Town's Transit Plan and the ~~Mobility Element~~Draft Mobility Element of the Town's General Plan contain policies that intended to increase transit ridership and reduce automobile usage. ~~Recommended~~ S~~s~~ervice improvements include ~~expansion~~ contract services of winter transit services (peak period) for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and dial-a-ride services in Mammoth. Policies in the Transit Plan and Revised Transportation and Circulation Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality.

Adopted General Plans for Mono County and the Town of Mammoth Lake, and multi-modal plans included in the RTP, call for developing multi-modal transportation facilities (i.e., pedestrian areas and trails, direct ski lift access, x-country skiing and bicycle trails) in concentrated resort areas. Public transportation would be integrated into future concentrated resort areas to provide access to and from the resort centers to outlying areas.

INTERREGIONAL CONNECTIONS

Proposed improvements to the regional highway system are outlined in the Short-Range and Long-Range Highway Improvement Programs. Proposed improvements are consistent with Caltrans District 9 Systems Planning Documents.

Mono County and the LTC participate in the Yosemite Area Regional Transportation System (YARTS), which provides shuttle service into Yosemite National Park from Mono County and other sites surrounding Yosemite National Park. ~~There is no financial cost~~Mono County contributes $30,000 per year~~ towards YARTS. to the LTC or the County~~. The LTC ~~has~~ participates in a collaborative regional transportation planning process with Kern, Inyo and San Bernardino Counties to pool STIP funds for high priority projects that will improve access from Southern California.

AVIATION

County Owned and Operated Airports

The Lee Vining and Bridgeport (Bryant Field) airports are owned and operated by the County. No long-range action program is planned for county airports due to the low level of usage at the Lee Vining and Bridgeport facilities. An increase in transient activity is expected at the Lee Vining Airport, however, due to a new emphasis on its proximity to Yosemite National Park. Short-range action plans for the Lee Vining Airport and Bryant Field in Bridgeport are provided by the Capital Improvement Plan (CIP) for each airport. The current CIP for each airport is included in Appendix D.

Town Owned and Operated Airport

The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes. Extensive improvements are planned for the Mammoth Yosemite Airport to enable the airport to continue to support commercial aircraft service. The short-range action plan for the Mammoth Yosemite Airport is provided by the Mammoth Yosemite Airport Capital Improvement Plan (CIP). The current CIP for the Mammoth Yosemite Airport is included in Appendix D.

NON-MOTORIZED FACILITIES

Town of Mammoth Lakes Pedestrian and Bicycle Facilities

Plans for bicycle and pedestrian facilities in the Town of Mammoth Lakes are addressed in the Mammoth Lakes Pedestrian Master Plan, the Mammoth Lakes Trail System Master Plan, the Mammoth Lakes Transit Plan, and the Municipal Wayfinding Master Plan, all of which are incorporated by reference in this RTP (see Chapter 1, Planning Process). These plans address linkages between bicycle, pedestrian, transit, parking, recreational and shopping facilities, as well as transportation enhancement activities such as landscaping, artwork, information kiosks, etc.

County Pedestrian and Bicycle Facilities

Plans for bicycle and pedestrian facilities in the County are discussed in the Mono County Trails Plan that includes the General Bikeway Plan and in the draft Bicycle Transportation Plan; those documents are incorporated by reference in this RTP (see Chapter 1, Planning Process). The Trails and Bikeway Plan discusses bicycle and pedestrian programs and facilities, bicycle and pedestrian interface with transit facilities, and transportation enhancement activities. Multimodal transportation plans have been completed for the Bodie Hills, Mono Basin, and June Lake (see Chapter 4, Policies—Communities). Those plans address linkages between bicycle, pedestrian, transit, parking, recreational and shopping facilities, as well as transportation enhancement activities such as landscaping, artwork, electronic and sensor-triggered, pedestrian or bicycle crossing signal systems may be considered, information kiosks, sidewalks, outdoor lighting, etc. RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways.

CHAPTER 6: FINANCIAL ELEMENT

FOCUS AND CONTENT

The Financial Element of the RTP must identify how the adopted transportation system can be constructed and maintained by providing "system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation" (23 CFR 450.322(f)(10)). In order to fulfill this goal, the Financial Element provides the following information:

- An overview of current Federal and State transportation funding;
- A list of existing and potential revenue sources for transportation system improvements in Mono County;
- A list of financially unconstrained projects:
- A list of financially constrained projects (as presented in the STIP); and
- The identification of projects listed in the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP) and the inclusion of those projects in the Federal Transportation Improvement Program (FTIP).

TRANSPORTATION FUNDING OVERVIEW

FEDERAL FUNDS

Transportation funding for surface transportation programs, particularly for highways and public transportation, is funded largely by Federal transportation funds. The most current Federal Transportation Bill is MAP-21 (the Moving Ahead for Progress in the 21st Century Act), which allocates funding through FY 2013-2014. MAP-21 eliminated some existing federal transportation programs, introduced new programs, and amended other existing programs.

Core programs in MAP-21 include the following:

- Congesting Mitigation and Air Quality Improvement Program (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning;
- National Highway Performance Program (NHPP);
- Surface Transportation Program (STP);
- Transportation Alternatives Program (TAP); and
- Tribal Transportation Program (TTP).

These programs are funded primarily through the Highway Trust fund, which has two accounts, one for highways and one for mass transit. Revenue for the fund comes mostly from gas taxes, which are not indexed to inflation. As fuel consumption declines, revenues for the Federal Highway Trust Fund decline as well. Since 2008, Congress has transferred general funds to the Highway Trust Fund, but has not created any new, ongoing revenue for the Highway Trust Fund. Shortfalls in the Federal Highway Trust Fund will have a very real and serious trickle-down effect to the local level, resulting in insufficient funds to meet existing obligations.

STATE FUNDS

The State Highway Account (SHA) funds the State Highway Operation and Protection Program (SHOPP) for maintenance projects on the State Highway System. Unallocated SHA funds may also be used to make short-term loans to advance the capital-improvement phase of STIP-eligible projects, provided those projects meet certain criteria.

The SHA is also funded through gas taxes, which were indexed for inflation in 2013, for the first time in over 15 years. SHA funding continues to decline also as fuel consumption declines. In response, Caltrans has developed a ten-year "financially-constrained needs plan", with an estimated total need of $2,082,000,000 annually in 2012 dollars to meet needs identified in the SHOPP.

The State Transportation Improvement Program (STIP) consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The STIP includes a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, as allocated by the California Transportation Commission for the following five fiscal years.

TRANSPORTATION FUNDING SOURCES

This section contains an inventory of existing and potential new transportation funding sources that may be available for transportation system improvements outlined in the Mono County RTP over the 20-year planning period.

Transportation Funding Sources, Mono County & the Town of Mammoth Lakes

Program	Source of Funding	Mode Served
Airport Improvement Program (AIP)	Federal	Aviation
Active Transportation Program (ATP)	Federal, State	See BTA, SR2S, and TAP
Bicycle Transportation Account (BTA)	State	Pedestrian, bicycle
California Office of Traffic Safety Grants (OTS)	State	Pedestrian, bicycle
California Safe Routes to Schools (SR2S0	State	Highway, roads, pedestrian, bicycle
California Streets and Highways Code, Sections 887.8(b) and 888.4	State	Non-motorized facilities
Caltrans, Division of Aeronautics	State	Aviation
Community Based Transportation Planning Program (CBTP)	State	Transportation and land use planning
Emergency Relief for Federally Owned Roads (ERFO)	Federal	Tribal and Federal lands transportation facilities, public roads on Federal lands
Emergency Relief Program, Federal Aid Highways (ER)	Federal	Highways, roads, tribal transportation
Environmental Enhancement and Mitigation Program (EEMP)	State	Highway landscaping, resource lands improvements
Environmental Justice Transportation Planning Grants (EJ)	State	Transportation planning
Federal Lands Access Program (FLAP)	Federal	Highways
Federal Transit Administration Transit Grant Programs (FTA)	Federal	Transit, para-transit
Highway Safety Improvement Program (HSIP)	Federal	Highways, roads, pedestrian, bicycle, Safe Routes to Schools, workforce development, training and education
Interregional Transportation Improvement Program (ITIP)	Federal/State	State highways, transportation enhancements
Mello-Roos Community Facilities Act	State	Roads, pedestrian, bicycle
Prop 1B Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006	State	Highways, roads, transit, traffic reduction, air quality, bridges
Prop 116 Clean Air and Transportation Improvement Act of 1990	State	Transit, pedestrian, bicycle
Recreational Trails Program (RTP)	Federal	Trails, trail-related facilities
Regional Transportation Improvement Program (RTIP)	Federal	Highways, roads, transit, pedestrian, bicycle

Rural Planning Assistance (RPA)	State	State transportation planning
State Gas Tax		Roads, maintenance
State Highway Operations and Protection Program (SHOPP)	State	Highways, roads, pedestrian, bicycle
State Transportation Improvement Program (STIP)	State	Highways, roads, transit, pedestrian, bicycle
Surface Transportation Program (STP)	State	Highways, roads, bridges, pedestrian, bicycle, transit, environmental mitigation, local streets
Transportation Alternatives Program (TAP)	Federal	Pedestrian, bicycle, transit, trails, environmental mitigation, Safe Routes to Schools, landscaping
Transportation Development Act of 1971 (TDA)	State	Highways, roads, transit, pedestrian, bicycle
Tribal Transportation Program (TTP)	Federal	Roads, bridges, transit, transportation planning
U.S. Forest Service	Federal	Roads

Airport Improvement Program (AIP)

The Federal Aviation Administration (FAA) provides funding for airport planning and development projects that enhance capacity, safety, security, and mitigate environmental issues. FAA grants have been utilized by the County and the Town for airport improvements. Funding is available through FY 2015 at 90 percent federal participation/10 percent local participation**.**

Active Transportation Program (ATP)

The Active Transportation Program consolidates various Federal and State programs into a single program with the intent of making California a national leader in active transportation (biking, walking, other non-motorized transportation modes). The purpose of ATP is increase use of active modes of transportation and, in doing so, to increase safety and mobility, help achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities share equally in the benefits of the program, and provide a broad spectrum of projects to benefit a variety of active transportation users. The ATP includes the Bicycle Transportation Account (BTA), the California Safe Routes to School (SR2S), Environmental Enhancement and Mitigation Program (EEMP), and the Transportation Alternatives Program (TAP).

Bicycle Transportation Account (BTA)

The BTA funds projects that improve safety and convenience for bicycle commuters in jurisdictions with an adopted Bicycle Transportation Plan (BTP). The BTA is now part of the ATP.

California Office of Traffic Safety (OTS) Grants

OTS grants fund bicycle and pedestrian safety and educational program on a competitive basis.

California Safe Routes to School (SR2S)

Eligible projects for SR2S funds include infrastructure projects in the vicinity of a school, as well as traffic education and enforcement activities within approximately 2 miles of an elementary or middle school. Other eligible non-infrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TAP funds and may be eligible in the HSIP or STP. The SR2S is now part of the ATP.

California Streets and Highways Code Sections 887.8(b) and 888.4

These sections of State Code permit Caltrans to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a State Highway.

Caltrans, Division of Aeronautics, Grants and Loans

The California Aviation System Plan (CASP) identifies eligible projects for the State's aviation funding programs. These programs provided grants and loans to eligible programs for capital improvements, land acquisition, and planning projects. Eligibility for some grants requires inclusion in the STIP. Includes *Acquisitions and Development (A&D) Grant Program, Annual Credit Grants, Airport Loan Program,* and *State AIP Matching Grants*.

Community-Based Transportation Planning (CBTP) Grant Program

This program provides funding for coordinated land use and transportation planning process that results in public engagement, livable communities and a sustainable transportation system. Caltrans administers the program; for FY 2013-14 the grant cap is $300,000.

Emergency Relief Program for Federal-Aid Highways (ER)
Emergency Relief for Federally Owned Roads (ERFO)

These programs provide funds to repair federal-aid highways and roads on federal lands which have been damaged by natural disasters or catastrophes. The federal funds are meant to supplement State and local funds.

Environmental Enhancement and Mitigation Program (EEMP)

This is a State program funded by gas tax monies, which provides grants to mitigate the environmental impacts of modified or new public transportation facilities. Grants are awarded in four categories: Highway Landscaping and Urban Forestry; Resource Lands; Roadside Recreation; and Mitigation Beyond the Scope of the Lead Agency. Grants are generally limited to $350,000. Grant proposals are evaluated by the California Natural Resources Agency; funds are administered by Caltrans. The EEMP is now part of the ATP.

Environmental Justice Transportation Planning Grants (EJ)

This program is administered by Caltrans and focuses on projects that address transportation and community development issues relating to low-income, minority, Native American, and other under-represented communities. The goal of the program is to improve mobility, access, safety, affordable housing opportunities and economic development opportunities for those groups.

Federal Lands Access Program (FLAP)

This program is a component of MAP-21, and is a replacement for the Federal Lands Highway Program. FLAP supplements State and local funding to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands, particularly those that serve high-use recreation sites and economic generators.

Federal Transit Administration (FTA) Transit Grant Program

FTA grants provide funding for a variety of transit related programs and activities.

- FTA Section 5304, Transit Planning Grant Program, provides funding for transit and/or intermodal planning studies in areas with populations under 100,000.
- FTA Section 5310, Elderly Individuals & Individuals with Disabilities, provides discretionary capital funds to meet the transportation needs of elderly persons and persons with disabilities. Grants may be awarded to public transit operators or private non-profit organizations.
- FTA Section 5311, Rural Area, provides capital and operating expenses for non-urbanized transit systems in rural areas. A portion is set aside for Native American tribes.
- FTA Section 5311(b)(2)(3), Rural Transit Assistance Program (RTAP), provides funds for training, technical assistance, research, and related support services for transit operators in non-urbanized areas.

Highway Safety Improvement Program (HSIP)

A component of MAP-21 and a core Federal-aid program which focuses on significantly reducing fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

Mello-Roos Community Facilities Act

This act allows local governments or districts to establish a Mello-Roos Community Facilities District (CFD) to provide for financing public improvements and services where no other money is available.

Prop 1B--The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

Bond revenues for the following uses:

- Congestion Reduction, Highway and Local Road Improvements—for capital improvement projects to reduce congestion and increase capacity on state highways, local roads, and public transit.
- Safety and Security—for projects to protect against a security threat of improve disaster response capabilities on transit systems, as well as grants to seismically retrofit bridges, ramps, and overpasses.
- Goods Movement and Air Quality—for projects to improve the movement of goods on state highways. Can also be used to improve air quality by reducing emissions related to goods movement and replacing or retrofitting school buses (that portion is administered by the California Air Resources Board).

Prop 116—Clean Air & Transportation Improvement Act of 1990

Non-urban county transit funds can be made available for transit or non-motorized facilities. There has been some difficulty in approving allocations under Prop 116 due to the State's fiscal problems.

Recreational Trails Program (RTP)

MAP-21 amended this program to make funding for recreational trails projects a set-aside from the State's TAP funds, unless the Governor opts out in advance.

Rural Planning Assistance (RPA)

Rural Planning Assistance (RPA) funding is for state transportation planning activities and is allocated annually based on a population formula.

State Highway Operations & Protection Program (SHOPP)

The SHOPP provides funding for maintenance of the State Highway System. Projects are nominated within each Caltrans District office and are sent to Caltrans Headquarters for programming. Final projects approval is determined by the CTC, with funding prioritized for critical categories (emergency, safety, bridges, pavement preservation). The State currently has insufficient funds to maintain the existing transportation infrastructure and there is no set formula for allocating SHOPP funds.

State Transportation Improvement Program (STIP)

The STIP is a five-year capital improvement program for the planning and implementation of capital improvements to the transportation system, including improvements to mobility, accessibility, reliability, sustainability and safety. The STIP includes two components, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RTIP receives 75 percent of the STIP funds, and the ITIP receives 25 percent of the funds.

The RTIP is prepared by the Mono County LTC and approved by the CTC as a part of the STIP, generally every two years. The ITIP is prepared by Caltrans and approved by the CTC as part of the STIP, although regional agencies can provide input and seek co-funding for specific ITIP projects in their region.

Surface Transportation Program (STP)

STP funding can be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and pedestrian projects, including environmental restoration and pollution abatement. A portion of the STP is set aside for TAP and State Planning and Research.

Transportation Alternatives Program (TAP)

The TAP is a new program established by MAP-21 that provides funding for alternative transportation projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. TAP projects are not required to be located along Federal-aid highways. The TAP is a competitive program and is not included in the STIP. The TAP is now part of the ATP.

Transportation Development Act (TDA)

The Transportation Development Act (TDA) of 1971 created two funds primarily for public transportation: the State Transit Assistance (STA) account and the Local Transportation Fund (LTF). These are funded by a share of the state sales tax that is returned to the county of origin to support transit programs. In areas having no unmet transit needs, the funds may be spent for transportation planning or street and road purposes, at the discretion of the LTC. LTF funds are presently divided proportionately between the Town (55 %) and the County (45 %). LTF funds can be used as local matching funds for either state or federal funds. LTF funds are a traditional revenue source for Mono County and the Town.

Tribal Transportation Program (TTP)

The Tribal Transportation Program supports projects that improve access to and within Tribal lands. Under Map-21, the TTP replaces the Indian Reservation Roads program, and adds new set-asides for transportation and tribal safety projects. Eligible activities include transportation planning, engineering, and maintenance, the construction, restoration, or rehabilitation of transportation facilities, environmental mitigation, and the operation and maintenance of transit facilities that are located on or provide access to tribal lands.

US Forest Service

The U.S. Forest Service places a fee on all timber receipts from national forests. States then receive 25 percent of the receipts from timber sales within their boundaries which are passed through to local agencies to benefit roads and schools in the counties where the sales occurred. In Mono County, this revenue becomes part of the County Road Fund, to be used for operational improvements.

POTENTIAL ADDITIONAL FUNDING SOURCES

Other local funding sources may be available in Mono County should state and federal funding sources prove insufficient in the future, including funding for ongoing maintenance and rehabilitation projects for existing facilities. The following local funding sources could be used in Mono County and the Town of Mammoth Lakes:

General Fund

Monies come from a variety of sources, including property tax, business license tax, bed tax, motor vehicle in-lieu fees, and other fees levied by the Town and County. General fund monies can be used to pay a portion of capital costs, or to cover budget items normally covered by LTF monies. It is important that a local commitment be present to attract grant sources.

Development Impact Fees

Development Impact Fees may be available to offset potential transportation-related impacts identified for specific projects.

Public/Private Partnerships

Funding may be available from local agencies and private organizations. Recent cooperation between the U.S. Forest Service and the community of Lee Vining resulted in the construction of the Lee Vining community trail, and a local snowmobile enthusiasts group has helped develop signed snowmobile trails on public lands. In addition, it may be possible to obtain assistance from local groups and businesses in the construction and maintenance of bikeway facilities through a sponsorship program similar to the Adopt-A-Highway program implemented by Caltrans.

Other Local Sources

Other local sources may be available should state and federal funding sources prove insufficient for future projects:

- Increase in Transient Occupancy Tax (TOT)
- Condominium Use Tax
- Local Gas Tax

Special Transportation Taxes
Fees and Charges for Services
Developers' Contribution
Mitigation Fees
Revenue Bond
Lease Purchase Acquisition
Grants-in-Aid
Benefit Assessment Districts
County Service Area Improvement Area Bonds
Major Thoroughfare Fees

FINANCE PLAN

RELATIONSHIP BETWEEN THE RTP FINANCIAL ELEMENT AND THE STIP

Most of the highway and road system in Mono County is either Federal or State highways. As a result, the County relies heavily on the STIP and SHOPP to fund transportation improvements and maintenance projects on surface roads in the county. Projects in the Mono County RTP Financial Element are aligned with the STIP and the RTIP in order to provide consistency with those documents and in order to ensure maximum funding for projects in the County.

EXISTING TRANSPORTATION SYSTEM OPERATING COSTS

Current projected transportation system operating costs for Mono County and the Town of Mammoth Lakes are shown in Appendix D. Those costs include the costs to operate and maintain the existing transportation system in Mono County, including the cumulative cost of deferred maintenance on the existing infrastructure. Current revenue projections for the operations and maintenance of the existing transportation system are also shown in Appendix D for both the County and the Town. For the County, Fiscal Year 12/13 shows actual revenues & expenditures, FY 13/14 is based on the current budget and the remaining are based on a 2% projected growth factor, except the General Fund which is projected to remain stable.

COSTS & REVENUE PROJECTIONS FOR TRANSPORTATION SYSTEM IMPROVEMENTS

This section includes estimates of costs and revenue projections for transportation system improvements recommended in the Action Element, by mode and by recipient agency.

Revenues allocated for transportation purposes by Mono County have traditionally included revenues restricted to transportation uses, such as state fuel taxes (Streets and Highways Code Section 2104 and 2106), vehicle code fines, forest reserve payments, Local Transportation Funds, State Transit Assistance Funds, developers' fees and direct assessment, and Federal-Aid Secondary. In addition, certain non-restricted funds have traditionally been used, including motor vehicle in-lieu fees, minor property rents, and federal revenue sharing. In recent years, the County has received transportation grant monies for airport improvements and transit and has also appropriated General Fund contingency monies when faced with emergency road repair needs.

HIGHWAYS

Costs and revenue projections for proposed transportation system improvements on highways within Mono County are contained in the STIP and SHOPP (see Appendix D).

LOCAL ROADWAYS

Cost and revenue projections for eligible roadway construction and rehabilitation projects are contained in the STIP (see Appendix D).

TRANSIT

Annual operating costs for transit services in Mono County are supported by LTF and STA funds. To provide sustainable funding for transit the Town of Mammoth Lakes has implemented year-round transit service. Those services are funded by a Transient Occupancy Tax (TOT) increment, along with a Transit Fee assessment, and/or funding from Transit Community Facilities District 13-003. These funding sources provide over $750,000 from the TOT and $220,000 from Transit Fee assessments. In addition, Community Facilities District 13-003 is expected to generate over $500,000 annually in the future.

Contract winter transit services are provided in the Town of Mammoth Lakes to the Mammoth Mountain Ski Area, through an agreement with the Mammoth Mountain Ski Area. This winter service is privately funded and includes capital replacement costs. Summer Transit services are provided to the Red's Meadow Valley under a Special Use Permit with the U.S. Forest Service. One hundred percent (100%) of the operating funds for that service are provided though passenger fares.

Capital improvements to the system (e.g. bus purchases) are funded by grants or STIP funds. In addition, funds may be available for capital and expense requirements for design, development and implementations of the Eastern Sierra rural ITS transit system (i.e. bus-stop/electronic kiosks in Town and County communities; bus-to-bus communications equipment) and transit management equipment.

INTERREGIONAL CONNECTIONS

Recommended actions for interregional connections include continued participation in YARTS and the Sierra Nevada ITS Strategic Plan planning process. ~~Those actions have no associated costs~~. Mono County contributes $30,000 per year towards YARTS. The Action Element also recommends continued participation in the intercity transit planning process with Inyo and Kern counties and Caltrans, and the collaborative planning process with Inyo, Kern, and San Bernardino to pool STIP funds for priority projects. Neither of those collaborative planning processes currently has any associated costs.

AVIATION

Project funding for identified short-term capital improvements at county airports is anticipated to come from a combination of FAA Airport Improvement Program grants (90%) and local match (10%). Projected costs for improvements at the Lee Vining Airport and Bryant Field Airport are shown in Appendix D. Project funding for identified improvements at the Mammoth Yosemite Airport is anticipated to come from a combination of FAA grants (approximately 90%) and local match (approximately 10%). Projected costs for improvements at the Mammoth Yosemite Airport are shown in Appendix D.

NON-MOTORIZED FACILITIES

Improvements to non-motorized facilities in Mono County have been included in the STIP. RTP policies call for the provision of bike lanes as a component of rehabilitation projects on streets and highways. The Town of Mammoth Lakes adopted policies in the 2007 General Plan to reduce vehicle trips and promote healthy communities by promoting feet first, transit second and use of the automobile last. This policy is being implemented through project development review and Town sponsored projects. In addition, the Town's recent zoning update included development standards promoting pedestrian, biking, and alternative modes of transportation.

FINANCIALLY CONSTRAINED PROJECTS

This section contains a list of financially constrained projects for which funding has been identified, or is reasonably expected to be available within the RTP planning horizons (short-term and long-term). See Appendix D for the current STIP.

FINANCIALLY UNCONSTRAINED PROJECTS

The Mono County LTC has developed a list of financially unconstrained projects (projects that are both necessary and desirable should funding become available), which is included in Appendix D.

POTENTIAL FUNDING SHORTFALLS OR SURPLUSES

Current funding sources are insufficient to maintain or even modestly improve Town and County road systems. Many roads in community areas throughout the County are unimproved private roads that have not been accepted in the County Road Maintenance System because of their substandard conditions. Liability issues and funding shortages impede the County's ability to accept ownership of substandard private roads. Maintenance of these roads therefore depends on private funding which is often inadequate. Future additions to the County road system will be improved since it is the County's policy to require developers to pay for appropriately engineered streets for each new subdivision.

The fact that Mono County has a resident population of 14,348 persons and a private land base of only 6 percent of its total area severely limits the availability of funding for improvements to its transportation system. State redistribution of gas tax revenues and other transportation funds is based primarily on the resident population of each county and length of road system. Factors such as origination point of funds, traffic volumes, recreational benefits, travel alternatives, and need are given little weight in the State distribution formula. Mono County with its small resident population does not qualify for sufficient funding to address the impacts of the large tourist traffic volumes experienced in the County.

CHAPTER 7: GLOSSARY

Airport Land Use Compatibility Plan: A plan adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them.

All Users: Users of streets roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.32

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Bicycle Boulevard: The Bicycle Boulevard Design Guidebook defines a Bicycle Boulevard as "low volume" and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments.

Bicycle Lane: According to Caltrans' Highway Design Manual, Chapter 1000, a bicycle lane is a Class II Bikeway and provides a striped lane for one-way bicycle travel on a street or highway.

Bicycle Path: According to Caltrans' Highway Design Manual, Chapter 1000, a bicycle path is a Class I Bikeway and provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists is minimized.

California Aviation System Plan (CASP). Prepared by Caltrans every five years to integrate regional system planning on a statewide basis.

California Transportation Commission (CTC). Formulates and evaluates state policies and plans for transportation programs. Approves the RTIP, the STIP, and the SHOPP.

Coalition for Unified Recreation in the Eastern Sierra (CURES). A group composed of representatives from local, state, and federal agencies in the Eastern Sierra whose goal is to coordinate activities related to recreation and tourism.

Collector: A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Connectivity: A well connected circulation system with minimal physical barriers that provides continuous, safe, and convenient travel for all users of streets, roads, and highways.

Conventional Highway: According to the California Highway Manual, a conventional highway is, "a highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Expressway: A highway with full or partial control of access with some intersections at grade.

Federal Highway Administration (FHWA). A component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. Approves federal funding for transportation projects.

Federal State Transportation Improvement Program (FSTIP). A 3-year list of transportation projects proposed for funding developed by the State in consultation with Metropolitan Planning Organizations and local non-urbanized governments. The FSTIP includes all FTIP projects and other federally funded rural projects.

Federal Transit Administration (FTA). A component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended.

Federal Transportation Improvement Program (FTIP). A 3-year list of all transportation projects proposed for federal funding, developed as a requirement of funding. In air quality non-attainment areas, the plan must conform to the SIP.

Freeway: A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade). Streets and Highways Code §23.5, in part, states that "Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access.

Heliport: A facility used for operating, basing, housing, and maintaining helicopters.

Interregional Improvement Program (IIP). One of two broad programs under the STIP. Funded from 25 % of the SHA revenues programmed through the STIP.

Interregional Transportation Improvement Program (ITIP). Funds capital improvements on a statewide basis, including capacity increasing projects primarily outside of urbanized areas. Projects are nominated by Caltrans and submitted to the CTC for inclusion in the STIP. Has a 4-year timeframe and is updated biennially by the CTC.

Level of Service (LOS) is a qualitative measure describing operational conditions as perceived by motorists within a traffic stream. LOS generally describes these conditions in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Current LOS conditions are based on the latest traffic counts. Projected LOS conditions are based on growth factors derived from historical growth trends.

Local Scenic Highway: A segment of a state or local highway or street that a city or county has designated as "scenic."

Local Street: A street providing direct access to properties and designed to discourage through traffic.

Local Transportation Commission (LTC). The Mono County LTC is the Regional Transportation Planning Authority (RTPA) for Mono County.

Major Thoroughfare: A major passageway such as a street, highway, railroad line, or navigable waterway that serves high traffic volumes.

Multimodal Transportation Network: A well balanced circulation system that includes multiple modes of transportation that meets the needs of all users of streets, roads, and highways.

National Scenic Byway: A segment of a state or interstate highway route that the United States Forest Service has designated as a scenic byway or which another ederal agency has designated as a national scenic and recreational highway.

Official County Scenic Highway: A segment of a county highway the Director of Caltrans has designated as "scenic."

Official State Scenic Highway: A segment of a state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designations and designated by the Director of Caltrans.

Paratransit: Transportation systems such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

Recreational Trails: Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by persons with disabilities, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

Regional Improvement Program (RIP). One of two broad programs under the STIP. Funded from 75 % of the STIP funds, divided by formula among fixed county shares. Each county selects the projects to be funded from its county share in the RTIP.

Regional Transportation Improvement Program (RTIP). A list of proposed transportation projects submitted to the California Transportation Commission by the RTPAs for state funding. Has a 4-year timeframe and is updated biennially by the CTC.

Regional Transportation Plan (RTP). Plan prepared biennially by regional transportation planning agencies (e.g., Mono County Local Transportation Commission "LTC") that describes existing and projected transportation needs, actions and financing for a 20-year period.

Route: A sequence of roadways, paths, and/or trails that allow people to travel from place to place.

Scenic Highway Corridor: The visible area outside the highway's right-of-way, generally described as "the view from the road."

State Highway Account (SHA). The primary State funding source for transportation improvements. Includes revenue from the state fuel tax, truck weight fees, and federal highway funds. Provides funding for a) non-capital outlays (maintenance, operations, etc.), b) STIP, c) SHOPP, and d) local assistance.

State Highway Operations and Protection Program (SHOPP). California state program intended to maintain the integrity of the state highway system, focusing primarily on safety and rehabilitation issues. A four-year program of projects approved by the CTC separately from the STIP cycle. See www.dot.ca.gov/hq/tpp/Offices/Planning/for further information.

State Implementation Plan (SIP). An air quality plan developed by the California Air Resources Board in cooperation with local air boards to attain and maintain Federal Clean Air Standards. See www.arb.ca.gov for further information.

State Transit Assistance (STA). Funds derived from the Public Transportation Account. Fifty percent is allocated to Caltrans, 50 % to the Regional Transportation Planning Authorities "RTPAs" (e.g. Mono County Local Transportation Commission "LTC"). The funds allocated to the RTPAs are available for mass transit projects (50 %) and transit operators (50 %).

State Transportation Improvement Program (STIP). Includes transportation programs proposed in RTIPs and ITIPs, approved for funding by the CTC. See www.dot.ca.gov/hq/tpp/Offices/Planning/ for further information.

Terminal: A station, stop, or other transportation infrastructure along or at the conclusion of a transportation route. Terminals typically serve transportation operators and passengers by air, rail, road, or sea (i.e., airports, railroad depots, transit stops and stations and ports and harbors.

Transit-Oriented Development (TOD): A moderate- to high-density development located within an easy walk or bicycle of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking, bicycling, and transit use without excluding the automobile.

Walkability: The measurement of how walkable a community is. Walkable communities typically include footpaths, sidewalks, street crossing, or other pedestrian oriented infrastructure

Yosemite Area Regional Transportation System (YARTS). A regional system providing scheduled service from Madera, Mariposa and Mono Counties to Yosemite, connecting with the Yosemite National Park shuttle service. In Mono County, the service departs from Mammoth Lakes, June Lake, and Lee Vining. See www.yosemite.com for further information.

CHAPTER 8: REFERENCES

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www.dmv.ca.gov

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www.dot.ca.gov
Planning guidance, traffic counts.

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PERSONS CONSULTED

Benton-Paiute Reservation
Joseph Saulque

Bridgeport Indian Colony
Art Sam

Caltrans, District 9

Brad Mettam.

Great Basin Unified Air Pollution Control District.
Duane Ono.

Mono County Local Planning Groups.
Antelope Valley Regional Planning Advisory Committee
Bridgeport Regional Planning Advisory Committee
June Lake Citizens Advisory Committee and June Lake Trails Committee
Long Valley Regional Planning Advisory Committee
Mono Basin Regional Planning Advisory Committee
Swauger Creek/Devil's Gate Planning Advisory Committee
Tri-Valley Regional Planning Advisory Committee
Wheeler Crest Planning Advisory Committee

Mono County Public Works Department.
Steve Anderson, Road Department.

Town of Mammoth Lakes.
~~Peter Bernasconi~~Haslip Hayes, ~~Senior Civil~~Town Engineer
~~Bill Manning~~Brian Pickens, Airport Manager.

THIS SECTION TO BE UPDATED IN A SUBSEQUENT DRAFT

APPENDIX A

Traffic Demand Projections – Unincorporated Areas

METHODOLOGY

Traffic demand projections for the unincorporated areas of Mono County are based on potential trip generation rates of projected residential land uses. Trip generation rates are based on rates from **Trip Generation** (5th edition, Institute of Transportation Engineers). The current dwelling units and land uses by planning area are established in the Land Use Element of the 1993 Mono County General Plan.

Projected trips are based on a potential countywide growth rate of 2 percent per year (California Department of Finance population estimates from 1990 to 2000 and the **Mono County Master Environmental Assessment**). Approximately half of the countywide population lives in the Town of Mammoth Lakes, resulting in a one percent growth rate for the town and a one percent growth rate for unincorporated areas of the county. For example, the Antelope Valley currently has 700 dwelling units. Over a five year period it is estimated that 7 new residential units per year would be constructed (one percent growth rate per year). Over five years this would result in 35 new residential units. Projected traffic is based on trips generated at the end of 5 years and includes the 35 new units.

Certain trip generation rates cannot be accurately determined by projected land uses; e.g., the projected traffic or trips on a parcel currently vacant and proposed for residential use is dependent on the intensity of residential use as well as the type of residential use. The difference in trips generated by detached single family residences (9.55 average vehicle trip ends/dwelling unit) versus residential condominium/townhouses (5.86 average vehicle trips/dwelling unit) is one example. In addition, the urban setting in which most trip generation rate studies were conducted makes it difficult to apply those rates directly to the unincorporated areas of Mono County without some modification.

TRAFFIC/TRIPS BY PLANNING AREA

All traffic/trips are based on residential land use only. Where possible, both average daily trips and peak hour trips are provided. Average daily traffic is the total number of vehicles to pass over a certain section of roadway in one day. Peak hour is the time of heaviest traffic volume on a roadway. Peak hour trips are a better indication of vehicle trips because they represent the worst case or highest use of a given roadway.

Antelope Valley

The primary thoroughfare in Antelope Valley is Highway 395. Any growth in the Antelope Valley has the potential to impact Highway 395. There are approximately 700 current dwelling units (D.U.) in the Antelope Valley. A one percent growth rate over a five year period would result in 35 new units. Trip generation rates for the Antelope Valley (see Table A-1) are based on single family detached housing. Potentially, 334 daily new vehicle trips (over a five year period) or 67 daily new vehicle trips (per year) could be added to current traffic conditions in the Antelope Valley.

TABLE A-1 ANTELOPE VALLEY TRIP GENERATION BASED ON D.U.

Current D.U.	Potential New D.U. over a 5 year period[1]	Estimated Average Vehicle Trips (9.55/unit)	Estimated Peak Hour Vehicle Trips (1.02/unit)[2]
700	35	334.2	35.7
Total Trips[3]		334.2	35.7

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

As a comparison, Table A-2 shows the average daily traffic (ADT) on U.S. Route 395 from 1989 to 1993 (Mill Creek Bridge and Highway 395). The highest five year average daily total was 4,300 vehicles in 1989. The addition of 67 daily vehicle trips per year represents a 1.5 percent increase in the average daily trips (using the highest ADT from 1989). The impact of an additional 67 trips per year is expected to be minimal, although the Caltrans Route 395 Concept Report (1990) shows this segment (V-18) currently at a LOS of E.

TABLE A-2 AVERAGE ANNUAL DAILY TRAFFIC
MILL CREEK BRIDGE & HIGHWAY 395, ANTELOPE VALLEY

Year	1989	1990	1991	1992	1993
Total ADT's	4,300	4,100	4,260	4,150	3,500

Bridgeport Valley

The primary thoroughfares for the Bridgeport area are Highways 395 and 182. There are currently 692 existing D.U. in the Bridgeport Valley. Trip generation rates for the Bridgeport Valley are based on single family detached housing. Table A-3 shows that 330 vehicle trips could be generated over the five year period. Table A-4 shows current average daily traffic on Highway 395 at the junction of Highway 182. The highest ADT was in 1991 with 5,360 vehicles a day. The addition of 66 new trips a year would be an increase of approximately 1.2 percent of the 1991 ADT of 5,360. The Caltrans Route 395 Concept Report (1990) shows this segment (V-10) as a LOS of E based on speed restrictions in the community of Bridgeport.

TABLE A-3 BRIDGEPORT VALLEY TRIP GENERATION BASED ON D.U

Current D.U.	Potential New D.U. over a 5 year period[1]	Estimated Average Vehicle Trips (9.55/unit)	Estimated Peak Hour Vehicle Trips (1.02/unit)[2]
692	34.6	330.4	35.2
Total Trips[3]		330.4	35.2

[1] Overall growth rate of 1 % a year.
[2] P.M. Peak Hour of Generator
[3] Number of projected vehicle trips based on new construction.

TABLE A-4 AVERAGE ANNUAL DAILY TRAFFIC--JUNCTION HIGHWAYS 395 AND 182

Year	1989	1990	1991	1992	1993
Total ADT's	5,200	5,200	5,360	4,400	3,450

Mono Basin

Main travel routes in the Mono Basin area are Highways 395, 120 and 167. Trip generation rates for the Mono Basin are based on single family detached housing. Trip generation rates for the Mono Basin are shown in Table A-5.

TABLE A-5 MONO BASIN TRIP GENERATION BASED ON D.U.

Current D.U.	Potential New D.U. over a 5 year period[1]	Estimated Average Vehicle Trips (9.55/unit)	Estimated Peak Hour Vehicle Trips (1.02/unit)[2]
253	12.6	120.8	12.9
Total Trips[3]		120.8	12.9

[1] Overall growth rate of 1 % a year.

[2] P.M. Peak Hour of Generator

[3] Number of projected vehicle trips based on new construction.

The additional trips generated over five years would be 121 daily trips. The Caltrans Route 395 Concept Report (1990) shows this segment (IV-8) at a current LOS of D, as determined by speed restriction. The comparison of current average daily traffic on Route 395 at the northern end of Lee Vining for the past five years is shown in Table A-6.

TABLE A-6 AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 395, NORTHERN END OF LEE VINING

Year	1989	1990	1991	1992	1993
Total ADT's	4,850	4,350	4,390	3,800	3,800

June Lake

Access to the community of June Lake is provided by Highways 395 and 158. Traffic generation rates for June Lake are based on both single family residential units (SFR) and residential condominiums/townhouses (RC/T), which have different trip generation rates. One half of the new units are projected to be condo/townhouses. June Lake also has the potential to have a high number of second home owners, which would affect the average annual daily traffic figures. Trip generation rates are shown in Table A-7.

Over a five year period, 271 daily new trips are projected in the June Lake Area. The Caltrans Route 158 Concept Report (1986) shows this segment (1) at a current LOS of D. The recently completed Alternative Access Route into June Lake will help mitigate future traffic impacts of new development. Current average daily traffic on Route 158 at the June Lake Village area is shown is Table A-8.

TABLE A-7 JUNE LAKE TRIP GENERATION BASED ON D.U

Current D.U.	Potential New D.U. over a 5 year period[1]	Estimated Average Vehicle Trips (9.55/unit)	Estimated Peak Hour Vehicle Trips (1.02/unit)[2]
714	17.8 SFR 17.8[RC/T]	167.1 [104.3]	18.1 [9.6]
Total Trips[3]	35.7	271.4	27.7

[1] Overall growth rate of 1 % a year.

[2] P.M. Peak Hour of Generator

[3] Number of projected vehicle trips based on new construction.

TABLE A-8 AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 158, JUNE LAKE VILLAGE

Year	1989	1990	1991	1992	1993
Total ADT's	1,550	1,800	1,860	1,850	1,500

Long Valley

The primary access between communities in Long Valley is Highway 395. This area includes the Long Valley communities and Wheeler Crest. It does not include the Town of Mammoth Lakes. Long Valley trip generation totals include a mix of single family residential (SFR) and residential condo/townhouses (RC/T). The number of potential new units for residential condo/townhouses is estimated at one-third of the new projected total D.U.'s. (see Table A-9).

These 328.8 potential trips would be a 7 percent increase in trips (base ADT of 4,600) or a 4.9 percent increase (base ADT of 6,700) if all of these trips use Route 395 (see Table A-10). The Caltrans Route 395 Concept Report (1990) shows this segment (IV-2) at a current LOS of B. This is not a significant traffic increase.

TABLE A-9 LONG VALLEY TRIP GENERATION BASED ON D.U.

Current D.U.	Potential New D.U.over a 5 year period[1]	Estimated Average Vehicle Trips (9.55/unit) [5.86 trips/unit]	Estimated Peak Hour Vehicle Trips (1.02/unit)[2] [.54 trips/unit]
790	26.4 SFR 13.1 [RC/T]	252.1 [76.7]	26.9 [7]
Total Trips[3]	39.5	328.8	33.9

[1] Overall growth rate of 1 % a year.

[2] P.M. Peak Hour of Generator

[3] Number of projected vehicle trips based on new construction.

TABLE A-10 AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 395, LONG VALLEY

Year	1989	1990	1991	1992	1993
ADT's[1]	6,000	5,950	5,590	5,600	6,700
ADT's[2]	4,600	4,520	4,290	4,350	4,250
1 ADT counts at Route 395 and McGee Ck Rd. 2 ADT counts at Route 395 and Route 203.					

Tri-Valley

The Tri Valley Area includes the communities of Chalfant, Hammil, and Benton. The primary thoroughfare is Highway 6. There are currently 413 existing dwelling units in the area. A certain portion of those existing units are Mobile Homes (MH). It is estimated that one-fourth of all new units could be Mobile Homes.

TABLE A-11 TRI-VALLEY TRIP GENERATION BASED ON D.U

Current D.U.	Potential New D.U. over a 5 year period[1]	Estimated Average Vehicle Trips (9.55/unit) [4.81 trips/unit]	Estimated Peak Hour Vehicle Trips (1.02/unit)[2] [.58 trips/unit]
413	15.4 SFR 5.16 [MH]	147.7 [24.8]	15.7 [2.9]
Total Trips[3]	20.5	172.5	18.6
[1] Overall growth rate of 1 % a year. [2] P.M. Peak Hour of Generator [3] Number of projected vehicle trips based on new construction.			

The additional projected 172.5 trips would utilize Highway 6 (see Table A-11). The Caltrans Highway 6 Concept Report (1991) shows these segments (II-1) at a current LOS of B, segment (II-2) at a LOS of E based on speed restrictions, and segment (II-3) at a LOS of B. The addition of 172.5 vehicle trips is approximately an increase of 9.8 percent. As a comparison, the average daily traffic on Highway 6 is only 1,150 at the junction of Highway 120 (Benton Station) and 1,750 at Silver Canyon Road in northern Inyo County (see Table A-12).

TABLE A-12 AVERAGE ANNUAL DAILY TRAFFIC--HIGHWAY 6, TRI-VALLEY

Year	1989	1990	1991	1992	1993
Total ADT [1]	1,150	1,150	1,140	900	900
Total ADT [2]	1,750	1,750	1,750	1,620	1,650
[1] ADT count at Highway 6 and Route 120 Junction (Benton Junction) 2 ADT count on Highway 6 and Silver Canyon Road in northern Inyo County.					

APPENDIX B
County Designated Scenic Highway System

ROAD	FROM	TO	MILES	SCENIC CORRIDOR ATTRIBUTES
U.S. Highway 395	Nevada State Line (P.M. 120.5)	Junct w/S.R. 89 (P.M. 117.0)	3.5	Topaz Lake, State/County Entry Point
U.S. Highway 395	Inyo N.F. Bdry (P.M. 104.8)	Junct w/U.S. 395 & Emigrant St.N.(P.M. 76.8)	28.0	West Walker River Canyon, Devil's Gate Bridgeport Valley and Reservoir
U.S. Highway 395	So. o/Evans Tract in Bridgeport (P.M. 74.5)	No. o/Lee Vining High School (P.M.52.0)	22.5	Bridgeport Valley, Virginia Creek Canyon Conway Summit, Mono Basin & Lake, Dana Plateau, Mt. Gibbs
U.S. Highway 395	Junct w/S.R. 120 Tioga Turnoff	Inyo County Line (P.M. 0.0)	51.0	Mono Craters, June Mt., Inyo Craters, Devil's Punchbowl, Crestview, Mammoth Mt., Sherwin Bowl
State Route 89	Junct. w/U.S. 395 (P.M. 0.0)	Alpine County Line (P.M. 7.6)	7.6	Monitor Pass, Antelope Valley Panorama Lake Tahoe Scenic Route
State Route 108	Tuolumne County Line (P.M. 0.0)	Junct. w/U.S. 395 (P.M. 15.2)	15.2	Sonora Pass, Leavitt Meadow
State Route 120	Tuolumne County Line (P.M. 0.0)	No. Junct. w/U.S. 395 (P.M. 13.4)	13.4	Tioga Pass & Lake, Yosemite Park Route
State Route 120	So. Junct. w/U.S.395 (P.M. 13.4)	1/2 mile s.w. of intersect. of S.R. 120 & S.303 (P.M. 54.4)	41.4	Mono Lake, Craters and Mill, Adobe Valley White Mountains
State Route 158	S. Junct. w/U.S. 395 (P.M. 0.0)	No. Junct. w/U.S. 395	15.6	June Lake, Oh Ridge!, Mono Pass Grant & Silver Lake
State Route 167	Junct. w /U.S. 395 (P.M. 0.0)	Nevada State Line (P.M. 5.8)	21.3	Mono Basin & Lake
State Route 168	Inyo County Line (P.M. 0.0)	Nevada State Line (P.M. 5.8)	5.8	White Mountains
State Route 182	Toiyabe N.F. Bdry N.E. o/Bridgeport (P.M. 4.5)	Nevada State Line (P.M. 12.7)	8.2	Bridgeport Valley, Bodie Hills, E. Walker River, Sweetwater Mountains
State Route 203	Junct. w/U.S. 395 (P.M. 9.0)	Junct. w/Sierra Park Road (P.M. 5.8)	3.2	Crowley Lake, Little Round Valley, Sherwin Summit, Wheeler Ridge
State Route 270	Junct. w/U.S. 395 (P.M. 0.0)	3.8 miles S.W. of Bodie (P.M. 9.5)	9.5	Bodie State Historic Park Route
S. 203 (Fish Slough Rd.	Junct. w/S. 204 (P.M. 0.0)	Inyo County Line (P.M. 13.0)	13.0	Fish Slough, White Mts., Petroglyphs

S.204 (Chidago Cyn.)	Junct.w/S.303 (P.M. 0.0)	Junct. w/S. 203 (P.M. 10.)	10.0	Chidago Canyon
S.303 (Benton Xing Rd.)	Junct.w/U.S. 395 (P.M. 0.0)	Junct. w/S.R. 120 (P.M. 31.4)	30.9	Crowley Lake, White Mts.
S. 410 (Lundy Lake Rd.)	Junct. w/U.S. 395 (P.M. 0.0)	End (P.M. 6.7)	6.7	Lundy Lake
S. 412 (Cottonwood Rd.)	Junct. w/S.R. 167 (P.M. 0.0)	Bodie (P.M. 11.0)	11.0	Bodie State Historic Park Route
S. 414 (Vir. Lks Rd.)	Junct. w/U.S 395 (P.M. 0.0)	End (P.M. 6.1)	6.1	Virginia Lakes and Creek
S. 416 (Green Lks Rd.)	Junct. w /U.S. 395 (P.M. 0.0)	End (P.M. 9.4)	9.4	Green Lakes & Creek
S. 418 (Bodie Rd.)	Junct. w/S.R. 270 (P.M. 0.0)	Bodie (P.M. 3.8)	3.8	Bodie State Historic Park Route
(Rock Creek Rd)	Junct. w/U.S. 395	Inyo County line	8.0	Rock Creek Canyon
S. 420 (Twin Lks. Rd.)	1/2 mile So./o Junct. w/U.S. 395 (P.M. 0.5)	End (P.M. 13.7)	13.7	Twin Lakes, Robinson Creek, Sawtooth
S. 423 (Aurora Cyn. Rd.)	1st B.L.M. Gate (P.M. 2.0)	Junct. S. 504 (P.M. 7.7)	5.7	Aurora Canyon
S. 504 (Bodie/Masonic Rd)	Junct. S. 423 (P.M. 0.0)	Bodie (P.M. 15.5)	15.5	Bodie State Historic Park Route
8092 Forest Service Rd.	Inyo County Line (P.M. 0.0)	White Mtn. Research Stn. (P.M. 9.8)	9.8	Ancient Bristlecone Pine Forest
			389.8 Total	

APPENDIX C
Potential Local Transportation Projects

Potential Local Transportation Projects – Examples of Project Types

- Providing sufficient shoulders to allow for bike lanes and pedestrian paths;
- Providing additional bicycle and pedestrian facilities;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
- Establishment of transportation museums;
- Providing turnouts and parking areas for all season recreational use and sightseeing;
- Providing fisheries enhancement projects in waterways affected by highway improvements;
- Providing additional deer warning signs in areas of heavy deer use and/or improving existing signage to emphasize the hazard in the area;
- Providing wildlife guzzlers and enhancing forage to keep wildlife from crossing highways;
- Enhancing visually objective uses alongside highways through screening, painting, fences, etc.;
- Providing interpretive/information signs and exhibits.

Potential Local Transportation Projects by Area/Road

Highway 395 Antelope Valley

1. Acquisition of nearby deer habitat areas.
2. Enhancement of deer habitat on the west side of 395 to reduce the number of highway crossing.
3. Enhance available water and forage for deer.
4. Install additional deer crossing warning signs.
5. Establish roadside turnouts/deer view areas (these would be more appropriate in the Eastside Lane area, although interpretive signs directing people to Eastside Lane may be appropriate on 395).
6. Establish screening vegetation for deer around Marine housing complex, in cooperation with BLM and Marine Corps.
7. Widen shoulders to allow for vehicle turnouts and scenic viewing.

Highway 182 Walker River Bridge Project (at Bridgeport Reservoir Dam)

1. Swallow habitat enhancement.
2. Enlarge existing turnout/parking area and include interpretive facilities.
3. Portion of Highway 182 bikeway improvement.
4. Provide for improved pedestrian access and crossings on the north and south sides of the bridge.

Highway 395 Bridgeport Main Street

1. Construct northern sidewalk gap on the west end of town from Buster's Market site to existing sidewalk.
2. Improve northern sidewalk from Burger Barn to Walker River Lodge.
3. Add southern sidewalk section on west end of town from Twin Lakes Road to the rodeo grounds.
4. Construct (removable) curb extensions and pedestrian-activated warning lights at existing crosswalks.
5. Improve walkability using features such as pedestrian furniture, pedestrian-scale street lighting, trash/recycling receptacles, bike racks, additional crosswalks, and street trees/landscaping beautification.
6. Design and construct signage and wayfinding for the town core.
7. Design and construct gateway monument signs at the ends of town.

Bridgeport Valley Trails

1. Provide for a mountain biking trail in the Bridgeport vicinity.
2. Maintain existing trails.

Twin Lakes Road Resurfacing (Bridgeport)

1. Construct bike lane along shoulder or parallel to existing route, for approximately 13 miles.
2. Enhance wetland values or provide replacement wetlands.

Highway 395 Conway Summit Passing Lane

1. Complete four-laning or passing lane addition on U.S. 395 north of Conway Summit.
2. Interpretive signs at Mono Basin Overlook regarding deer migration, and restrooms.
2. In conjunction with Cemetery Road Project, enhance forage on BLM and State lands.
3. Preservation via land purchase or other measures of scenic Mono Basin properties.
4. Rehabilitation/stabilization of Conway Summit road cuts.

Big Virginia Lake Road and Trailhead Improvements

1. Provide access/fishing pier at Big Virginia Lakes.

Highway 395 Cemetery Road Passing Lane

1. Fisheries enhancement in Mill Creek (creation of pools, fencing to exclude sheep, providing for fish passage through upstream diversions on Mill Creek).

2. Enhance forage on BLM and State lands.
3. Vista pullout and parking for Mono Lake viewing and Mill Creek access.

Highway 395 Four Lane Project Between Lee Vining and June Lake

1. Mono Basin Scenic Area viewpoint.
2. Forage enhancement for deer.
3. Interpretive turnout/parking area to highlight Walker/Parker/Rush Creek restoration.
4. Lee Vining Creek interpretive signing, trail construction, and trailhead parking, coordinated with community and Forest Service current trail efforts.
5. Visual enhancement of Highway 395/120 junction.
6. Highway 120 pullouts and parking for Mono Lake viewing, visitor orientation, interpretive and information station.
7. Walker and Rush Creeks, access parking for fishermen, hiking, etc.
8. North Highway 395/158 junction, information station to provide visitors with recreation opportunities around June Lake Loop.

Highway 395 Four Lane Project--Sand House Grade Segment

1. June Lake Junction self-serve information station (kiosk). Cooperative project to provide visitors with recreation opportunities around June Lake Loop.
2. Pullout, scenic viewing facilities, and trail to view Mono Lake (1/2 way point).
3. Deer watering facility at base of Sand House Grade to reduce highway crossings.
4. Trailhead parking for Nordic skiers and snowmobilers at June Lake Junction (could also be used as Park and Ride facility for commuters).
5. Snowmobile crossing north of June Lake Junction.
6. Parking near Bouldering Sites.

Highway 158 Improvements--June Lake Loop

1. Pullouts and interpretive exhibits at key points along the Scenic Byway (tied to Avalanche By-pass Road and widening projects).
2. Silver Lake Roadside Bike/Pedestrian Path (tied to widening projects).
3. Drainage improvements in the Village (tied to future circulation improvements in the Village). Provide drainage improvements, such as reconstructing June Lake outfall to Gull Lake inlet, and constructing a sedimentation barrier at the Gull Lake inlet.
4. Parking and interpretive and rest facilities at June Lake Ballfield/Roadside Park.

Highway 395 Improvements along Deadman Grade Segment

1. Snowmobile trailhead (parking, information station, restroom) off Logging Camp Road.
2. Nordic ski trailhead (parking, information station, restroom) off Obsidian Dome Road.
3. Snowplay parking at top of Deadman Grade (allow safe parking at existing site).

Benton Crossing Road

1. Erosion control for graded section of Benton Crossing Road from Waterson Grade to State Route 120. Erosion control along this 15 mile section will involve approximately 36-40 acres at a cost of approximately $4,000 per acre, or a total cost of $145,500.
2. Deer habitat improvement.

Lower Rock Creek Road

8. Construct bike lane from south county line to Highway 395 (approximately 9 miles).
9. Develop bridge on Lower Rock Creek Trail.

APPENDIX D
Current Programming and Financing

CURRENT IMPROVEMENT PROGRAMS

- ***Mono County Highway Improvement Programs***
- ***Mono County Roadway Improvement Program***
- ***Town of Mammoth Lakes Roadway Improvement Program***
- ***Mono County Airport Capital Improvement Programs***
- ***Town of Mammoth Lakes Airport Capital Improvement Programs***
- ***Mono County Unconstrained Projects List***

CURRENT FINANCING

- ***Mono County Projected Transportation System Operating Costs***
- ***Town of Mammoth Lakes Transportation System Operating Costs***
- ***Mono County Revenue Projections***
- ***Town of Mammoth Lakes Revenue Projections***

SHORT-RANGE HIGHWAY IMPROVEMENT PROGRAM: SHOPP, STIP, HSIP, ATP

Route	Beg PM	End PM	Location	Project Description	CTC Project Category	Tier	Est. Total Cost ($1000)	Funding Source
006	5.467	24.706	Chalfant and Benton from 0.7 mile north of Brown Subdivision Road to Walker Place	widen shoulders	System Management	III	$10,000	SHOPP
006	24.706	26.030	Benton from Walker Place to 0.3 mile north of Christy Lane	widen shoulders	System Management	III	$1,000	SHOPP
006	26.040	32.290	Near Benton from 0.3 mile north of Christy Lane to the California/Nevada state line	widen shoulders	System Management	III	$3,000	SHOPP
108	4.000	5.000	From 1.0 mile east of Soda Creek Bridge (No. 47-0018) to 1.950 miles east of Soda Creek Bridge (No. 47-0018)	curve correction	System Management	IV	$1,500	STIP, SHOPP
108	9.824	15.149	From 0.4 mile west of Wolf Creek Bridge (No. 47-0016) to US 395	construct shoulders	System Management	III	$2,500	SHOPP
120	4.500	5.400	In Mono County near Lee Vining from 2.1 miles east of Ellery Lake Campground Road to 3.2 mile west of Poole Power Plant Road	rockfall mitigation	System Management	IV	$40,000	STIP, SHOPP
120	57.980	58.990	Near Benton from Clark Ranch Road to US 6	widen shoulders	System Management	III	$1,000	SHOPP
158	0.000	15.836	Near June Lake from the south junction with US 395 to the north junction with US 395	upgrade drainage	System Preservation	III	$1,000	SHOPP
167	10.000	21.300	Near Mono Lake from 10.0 miles east of US 395 to the Nevada State Line	2R rehab-full depth recycle	System Management	III	$3,500	SHOPP
182	0.000	0.808	At Bridgeport from US 395 to Sagebrush Drive	widen shoulders	System Management	III	$100	SHOPP
203	4.470	4.782	In Mammoth Lakes from Forest Trail Road to Lake Mary Road/Minaret Road	curb, gutter, and sidewalks will be constructed as a condition of further development	System Expansion	III	$500	Developer Fees
203	4.782	5.090	In Mammoth Lakes from Lake Mary Road/Minaret Road to Mountain Boulevard	construct sidewalk, north side of highway	System Expansion	III	$400	HSIP, ATP
203	4.782	5.230	In Mammoth Lakes from Lake Mary Road/Minaret Road to Sierra Boulevard	construct sidewalk, south side of highway	System Expansion	III	$500	HSIP, ATP
266	0.000	4.350	Near Oasis from California/Nevada state line to Route 168	mitigation for free range cattle	System Management	IV	$500	SHOPP
270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	paved turnouts	System Management	IV	$2,000	ATP

270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	culvert extensions	System Management	IV	$500	SHOPP
270	0.000	9.805	South of Bridgeport from US 395 to the end of the pavement	widen shoulders	System Management	IV	$10,000	SHOPP
395	9.000	10.700	At Lower Rock Creek Rd. intersection or Upper Rock Creek Rd. intersection	intersection improvements and possible frontage road	System Management	IV	$3,500-$6,000	STIP, SHOPP
395	4.100	4.500	On Sherwin Grade 4.1 miles north of the Inyo/Mono county line at both the northbound and southbound vista points	Vista Points improvments / ADA	System Management	III	$1,800	ATP
395	6.800	9.900	From 2.6 miles south of Lower Rock Creek Road to 0.3 miles south of Rock Creek Road	widen shoulders	System Management	II	$2,500	SHOPP
395	6.900	10.300	Near Tom's Place from 2.4 miles south of Lower Rock Creek Rd. to Rock Creek Rd.	3R Rehabilitate Pavement	System Preservation	IV	$16,000	STIP, SHOPP
395	10.179	10.349	From 0.1 mile south of Rock Creek Road to 0.1 mile north of Rock Creek Road	construct northbound and southbound acceleration and right-turn pocket lanes	System Management	III	$500	SHOPP
395	40.000	45.000	From 0.3 mile south of Route 158 to 0.1 mile north of Old West Portal Road	CAPM	System Preservation	II	$6,000	SHOPP
395	57.800	60.200	Near Lee Vining from 0.4 mile south of Route 167 to 0.2 mile north of Conway Ranch Road	construct passing lanes	System Management	IV	$8,000	STIP, SHOPP
395	62.500	62.500	Conway Vista Point near Mono Lake at the Conway Vista Point	Vista Point improvments / ADA	System Management	III	$1,600	ATP
395	66.000	68.000	About 10 miles south of Bridgeport from 2.5 miles north of Virginia Lakes Road to 3.9 miles south of Green Creek Road	construct passing lanes	System Management	IV	$20,000	STIP, SHOPP
395	69.850	75.000	Near Bridgeport from Route 270 to 0.2 mile north of Huggans Lane	CAPM or Rehab	System Preservation	II	$3,600 - $11,000	SHOPP
395	72.800	73.500	Near Bridgeport from 0.9 mile north of Green Creek Rd. to 1.3 miles south of Huggans Lane	curve correction	System Management	IV	$10,000	STIP, SHOPP
395	73.400	83.100	Near Bridgeport from 1.5 miles north of Green Creek Rd. to 2.5 miles north of Buckeye Rd.	construct passing lanes	System Management	III	$10,000	STIP, SHOPP
395	76.300	76.500	In Bridgeport from Route 182 to Sinclair Street	construct sidewalk	System Expansion	III	$200	ADA, ATP
395	88.400	91.600	Between .03 miles north of Devil's Gate Summit and Burcham Flat Rd.	widen shoulders	System Management	III	$5,000	SHOPP
395	90.800	92.300	North of Bridgeport from 0.7 mile south of Burcham Flat Rd. to 0.7 mile south of Little Walker River Rd.	curve correction / realignment	System Management	III	$13,000	STIP, SHOPP

395	93.400	95.700	From .03 mile south of Route 108 to 2.0 miles north of Route 108	widen shoulders	System Management	III	$2,000	SHOPP
395	101.273	106.350	Near Coleville from 5.1 miles south of Eastside Lane to Eastside Lane	widen shoulders	System Management	III	$2,500	SHOPP
395	106.000	115.000	Near Coleville from 0.3 mile south of Eastside Lane to 0.3 mile north of Topaz Lane	CAPM	System Preservation	II	$2,000	SHOPP
395	106.350	116.965	Near Coleville from Irrigation Canal Bridge (No. 47-0056) to Route 89	widen shoulders	System Management	III	$5,000	SHOPP

2014 SHOPP PROJECTS

Route	Beg PM	End PM	Location	Name	Work Description	Project Type	Est. Total Cost ($1000)
395	52.3	53.7	Near Mono Lake	Lee Vining Rock Fall	Flatten cut slopes to minimize rockfall potential.	Safety	$10,096
395	72.5	86.0	South and North of Bridgeport	Bridgeport Culverts	Replace Culverts.	Maintenance	$3,639
395	80.6	84.1	North of Bridgeport	Sheep Ranch Shoulders	Widen Shoulders, stabilize slopes, and install rumble strip.	Safety	$8,525
395	88.4	91.6	Devils Gate Passing to Burcham Flat Rd.	Aspen-Fales Shoulders	Widen shoulders and install rumble strip.	Safety	$10,061
395	93.4	95.7	Near Sonora Junction	Little Walker Shoulders	Widen shoulders and install rumble strip.	Safety	$6,976

LONG-RANGE HIGHWAY IMPROVEMENT PROGRAM

Caltrans Interregional Improvement Program (IIP)*

The Mono County Local Transportation Commission supports Caltrans District 9's IIP priority listing of projects. The following projects are ranked in order of priority and are needed to relieve congestion and improve the level of service on Highway 395.

Priority	County	Project Description
# 1	Inyo	Olancha Cartego 4-lane
#2	Kern	Freeman Gulch 4-lane Segment 1
#3	Kern	Freeman Gulch 4-lane Segment 2
#4	Kern	Freeman Gulch 4-lane Segment 3
#~~5~~6	San Bernardino	Southern US 395 Corridor 4-lane
#~~6~~5a	Mono	North Conway Passing Lanes R14-09 (New MOU project for Mono County – MOU revision)
#7	Mono	Conway Ranch Passing Lanes
#~~8~~ 5a	Mono	Bridgeport Valley Passing Lanes R14-09 (New MOU project for Mono County – MOU revision)
#9	Kern	Inyokern 4-lane

* These projects should include various CMS, HAR, dynamic curve warning system, and other roadway applications in their scopes where appropriate.

MONO COUNTY ROADWAY IMPROVEMENT PROGRAM

MONO COUNTY SHORT TERM LOCAL ROADWAY IMPROVEMENT PROGRAM

Mono County's Short-Term Local Roadway Improvement Program focuses on road maintenance and rehabilitation. Projects will be prioritized based on the most effective use of resources. Pavement sections may not be resurfaced or rehabilitated based solely on PCI ratings. Instead, projects may be consolidated by community area and prioritized based on an assessment of the overall status of pavement within a community area. This approach will enable the County to minimize mobilization costs and maximize funding available for roadway rehabilitation.

Road	Location	Length of pavement	PCI	Snow Removal Priority
Rock Creek Road	Sunny Slopes	8.05	4.00	IV
Dawson Ranch Road	Hammil Valley	0.77	4.00	III
Hammil Road	Hammil Valley	0.78	4.00	III
Crestview Drive	Hammil Valley	0.5	4.00	III
Black Rock Mine Road	Hammil Valley	7.88	2.00	III
Walker Place	Benton	0.09	4.00	III
South Road	Benton	0.32	4.00	III
Reichart Ranch Road	Benton	0.69	4.00	III
Owens River Road	Near Benton Xing LF	3.8	3.00	IV
School Road	Near Hot Creek Fish Hatchery	0.12	3.00	I
Substation Road	Old Mammoth Substation	1.53	4.00	III
Antelope Springs Road	Old Mammoth Substation	0.94	3.00	III
Airport Road	Mammoth Airport	1.34	6.00	II
Hot Creek Hatchery Road	Mammoth Airport	1	5.00	III
Aspen Terrace	Hilton Creek	0.27	4.00	III
Delta Drive	Hilton Creek	0.27	4.00	III
Hilton Creek Drive	Hilton Creek	0.23	4.00	III
Crowley Lake Circle	Hilton Creek	0.04	4.00	III
Virginia Avenue	Chalfant Valley	0.21	4.00	III
Chase Avenue	Chalfant Valley	0.2	4.00	III

Brown Subdivision Road	Chalfant Valley	0.1	4.00	I
Chidago Way	Chalfant Valley	0.2	4.00	I
Piute Lane	Chalfant Valley	0.09	4.00	III
Coyote Road	Chalfant Valley	0.2	4.00	III
Buena Vista Drive	Chalfant Valley	0.23	4.00	III
Lisa Lane	Chalfant Valley	0.28	4.00	I
Ronda Lane	Chalfant Valley	0.17	4.00	III
Mary Lane	Chalfant Valley	0.17	4.00	III
Montana Road	Sunny Slopes	0.05	4.00	III
Pumice Mine Road	Just south of June Lake Junction	0.41	4.00	V
Aspen Road	June Lake	0.22	4.00	III
Test Station Road	Lee Vining	2.86	4.00	III
Dross Road	Lee Vining	0.41	4.00	II
Ellery Lake Campground Road	Off of Tioga Pass Road	0.25	4.00	V
Goat Ranch Cut-Off	Conway Ranch	0.7	4.00	III
Forest Road	June Lake	0.4	4.00	III
Lyle Terrace Road	June Lake	0.39	4.00	III
Gull Lake Campground Road	June Lake	0.31	4.00	V
Conway Road	Conway Ranch	0.34	3.50	III
Glacier Canyon Road	Conway Ranch	0.25	3.00	III
Lundy Circle	Conway Ranch	0.07	3.00	III
Bodie Circle	Conway Ranch	0.06	3.00	III
Hunewill Ranch Road	Bridgeport/Twin Lakes	1.04	4.00	III
Spur Court	Twin Lakes	0.07	4.00	III
Ramp Road	Bridgeport	0.2	3.00	III
Jack Sawyer Road	Bridgeport	0.19	3.50	III
Kirkwood Street	Bridgeport	0.1	4.00	III
Stock Drive	Bridgeport	0.5	5.00	III
Court Street	Bridgeport	0.04	5.00	III
Bryant Street	Bridgeport	0.2	4.50	I

Cemetery Road	Bridgeport	0.04	3.00	III
Shop Road	Walker	0.07	4.00	I

MONO COUNTY ROADWAY IMPROVEMENT PROGRAM

MONO COUNTY LONG RANGE LOCAL ROADWAY IMPROVEMENT PROGRAM

Road Rehabilitation Projects
Airport Road (Lee Vining)
Airport Road / Hot Creek Hatchery Road
Antelope Springs Road
Benton Crossing Road
Buckeye Road
Cemetery Road
Convict Lake Road
Crowley Lake Drive
Cunningham Lane
Eastside Lane
Hackamore Lane
Hunewill Ranch Road
Lower Rock Creek Road
Lundy Canyon Road
McGee Creek Road
Mt. Morrison Road
Northshore Drive
Oil Plant Road
Owens Gorge Road
Owens River Road
Pit Road
Ramp Road
Rock Creek Road
Sawmill Road
Sherwin Creek Road
Substation Road
Swall Meadows Road
Test Station Road
Twin Lakes Road
Utility Road
Virginia Lakes Road
Yellow Jacket Road

Bridge Projects
Topaz Lane Bridge Repairs
Cunningham Lane Bridge Replacement
Bridge Repairs & Replacements as Identified

Preventative Maintenance Projects
County-Wide Projects as Identified by the Adopted PMS

Complete Street Projects
Bridgeport Pedestrian/Bicycle Improvements
Twin Lakes Road Bike Lanes
Lower Rock Creek Road Bicycle Climbing Lane
Paradise Trail System

Road Rehabilitation Projects by Community
Benton
Bridgeport
Chalfant
Coleville
Conway Ranch
Crowley Lake
Hammil Valley
June Lake
Lee Vining
Mono City
Paradise
Sunny Slopes
Swall Meadows
Topaz
Walker
White Mountain Estates

Main Street Revitalization Projects
June Lake (SR 158)
Lee Vining (SR 395)
Bridgeport (SR 395)

Miscellaneous Improvement Projects
Bridgeport Wayfinding
County-Wide Transit Stop Improvements
Chalfant - Safe Routes to School Bus Stops
Countywide Bike Rack system
Fuel System Upgrades
ITS Upgrades - Transit and Emergency Services
Public Works ITS Monitoring Program
Stabilization of Cut Slopes
Road Shop Facility Improvements
Road Shop Site Improvements
Safety Upgrades - Culverts, Guard Rail, Signage, etc.

Class 1 Bike Path Projects
Bridgeport Trail System
Chalfant Loop Road
Lower Rock Creek Road to Tom's Place Connector
Mountain Gate Phase 3 Trail
Owens Gorge Road to Benton Crossing Connector
Paradise Trail System

New Road / Road Extension Projects
Bodie Road - Construct Last 2 Miles to State Park
Lower Rock Creek Road to Crowley Lake Drive
Mono City Emergency Access Road

Owens Gorge Road to Benton Crossing
Petersen Tract Emergency Access Road
Swall Meadows Emergency Access Road

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

TOWN OF MAMMOTH LAKES SHORT TERM LOCAL ROADWAY IMPROVEMENT PROGRAM

Lower Canyon Boulevard Project
Meridian Boulevard Safe Routes to School Project
Middle/Elementary School Connector Safe Routes To School Project
Waterford Gap Closure Project BTA Grant
Minaret to Mammoth Creek Park Class 1 Bike Path Closure Project
Meridian Boulevard Roundabout and Signal Relocation Project
West Minaret Road Pedestrian and Safety Improvements Project
North Main Street Pedestrian and Safety Improvements Project
Southerly Airport Access Road Project
Bluffs Subdivision Rehab Project
Knolls Area Street Rehab Project
Old Mammoth Area Street Rehab Project
Kelly Track Area Street Rehab Project
Lake George Connector Path Project
Tamarack to Sherwin Meadow Connector Path Project

TOWN OF MAMMOTH LAKES ROADWAY IMPROVEMENT PROGRAM

TOWN OF MAMMOTH LAKES LONG RANGE LOCAL ROADWAY IMPROVEMENT PROGRAM

Sherwin Creek Road Improvements
Sawmill Cutoff Road Improvements
West Airport Road Access
East Airport Access Road
Sierra Park Road Extension
Tavern Road Extension
Sierra Nevada Rd Extension
Chateau Rd Extension
Thompsons Way Extension
North Village Area Assessment District Street Work
OMR 3R Main St to Minaret Rd
Forest Trail 4R
Meridian Blvd 3R SR 203 to Sierra Park Rd
Main St/Manzanita Left Turn Ln.
Main St/Mountain Blvd Intersection Improvements
Old Mammoth Rd/Sierra Nevada Rd Intersections Improvements
Azimuth/Meridian Intersection Improvements
Kelly/Lake Mary Road Intersection Improvements
Lakeview/Lake Mary Intersection Improvements
Westerly Majestic Pines/Meridian Intersection Improvements
Easterly Majestic Pines/Meridian Intersection Improvements
Minaret/Forest Trail Intersection Improvements
Minaret/Meridian Intersection Improvements
Minaret/OMR Intersection Improvements
Meridian/Sierra Park Intersection Improvements
Lake Mary Road/Canyon Blvd Signal Modifications
Meridian Blvd Project
Meridian Blvd Project
Waterford Avenue Crossing
Park and Ride Lots - Village, Main St, S. OMR, Airport
Pedestrian Crossing Improvements
Extend Main St. (SR 203) Turn Lane Manzanita to Minaret
Main St. (SR 203) Frontage Roads
Main St. (SR 203) Signal USPO and Mountain
Minaret/Main (SR 203) Intersection Improvements
Main (SR 203) /Center Street Intersection Improvements
Main (SR 203) /Forest Trail Intersection Improvements
Main (SR 203) Pedestrian and Safety Improvements (North side)
Main (SR 203) Pedestrian and Safety Improvements (South side)
Main (SR 203) Revitalization and safety Improvements

Complete Street Projects
Hillside Drive
Lake Mary Road
Laurel Mountain
Minaret Road
Chateau Road
Azimuth
Chaparral and extension
Lakeview Blvd
Lake Mary Loop Road

Miscellaneous Improvement Projects
Municipal Wayfinding
Town Wide Transit Stop Improvements
Eastern Sierra Transit Authority Facility Expansion
Town Maintenance Yard Parking Barn
Welcome Center Enhancements
Town Fueling Island Upgrades
ITS Upgrades - Transit and Emergency Services
Public Works ITS Monitoring Program
Scenic Loop Staging Parking Lots

Class 1 Bike Path Projects
Old Mammoth Road Mammoth Creek Park to Minaret Rd Gap
Waterford Gap
South Side Main St Calhan way to Minaret
West Side Minaret Road
Sherwin Loop
Knolls Loop
Lake Mary Loop
Welcome Center Loop
Chair 15 Connector
Miscellaneous Connectors
Trail System Wayfinding

MONO COUNTY AIRPORT IMPROVEMENT PROGRAM

LEE VINING AIRPORT CAPITAL IMPROVEMENT PROGRAM (NPIAS No. 06-0119)

FISCAL YEARS 2013-2018

YEAR		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013					
	1	Airport Layout Plan Narrative	$53,900	$6,100	$61,000
		TOTAL 2013	**$53,900**	**$6,100**	**$61,000**
2014					
	2	Engineering Design Project 3	$16,200	$1,800	$18,000
	3	Holding Apron at Cross T/W at R/W 15	$95,400	$10,600	$106,000
	4	Airport Land Use Compatibility Plan	State Funded		
	5	NEPA Document – Projects 7 and 8	$40,500	$4,500	$45,000
		TOTAL 2014	**$152,100**	**$16,900**	**$169,000**
2015					
	6	Engineering Design Projects 7 and 8	$54,000	$6,000	$60,000
	7	Install AWOS, Apron Lighting and Rotating Beacon	$288,000	$32,000	$320,000
		TOTAL 2015	**$342,000**	**$38,000**	**$380,000**
2016					
	8	Construct Perimeter Fencing	$346,500	$38,500	$385,000
	9	NEPA Document – Project 12	$45,000	$5,000	$50,000
		TOTAL 2016	**$391,500**	**$43,500**	**$435,000**
2017					
	10	Engineering Design Project 12	$162,000	$18,000	$180,000
	11	Pavement Maintenance/Management Program	$63,000	$7,000	$70,000
		TOTAL 2017	**$225,000**	**$25,000**	**$250,000**
2018					
	12	Construct Parallel Taxiway to Runway 15-33; Construct Tie Down Apron; Construct Hangar Taxilanes	$1,650,600	$183,400	$1,834,000
	13	Engineering Design Projects 14 and 15	$49500	$5,500	$55,000
		TOTAL 2018	**$1,700,100**	**$188,900**	**$1,889,000**
		2013 - 2018 TOTAL	**$3,221,100**	**$357,900**	**$3,579,000**

BRYANT FIELD AIRPORT CAPITAL IMPROVEMENT PROGRAM (NPIAS No. 06-0030)

FISCAL YEARS 2013-2018

YEAR		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013					
	1	Airport Layout Plan Narrative with Updated APL Plans	$54,900	$6,100	$61,000
		TOTAL 2013	**$54,900**	**$6,100**	**$61,000**
2014					
	2	Land Acquisition – Stock Drive	$61,200	$6,800	$68,000
	3	Airport Land Use Compatibility Plan	State Funded		
	4	Engineering Design Project 5	$29,700	$3,300	$33,000
		TOTAL 2014	**$90,900**	**$10,100**	**$101,000**
2015					
	5	Construct Perimeter Fencing	$292,500	$32,500	$325,000
	6	Engineering Design Projects 7 and 9	$49,500	$5,500	$55,000
		TOTAL 2015	**$342,000**	**$38,000**	**$380,000**
2016					
	7	Realign Stock Drive	$324,900	$36,100	$361,000
		TOTAL 2016	**$324,900**	**$36,100**	**$361,000**
2017					
	8	Pavement Maintenance/Management Program	$63,000	$7,000	$70,000
		TOTAL 2017	**$63,000**	**$7,000**	**$70,000**
2018					
	9	Construct Two Tee Hangars	$157,500	$17,500	$175,000
		TOTAL 2018	**$157,500**	**$17,500**	**$175,000**
		2013 - 2018 TOTAL	**$1,033,200**	**$114,800**	**$1,148,000**

TOWN OF MAMMOTH LAKES AIRPORT IMPROVEMENT PROGRAM

MAMMOTH YOSEMITE AIRPORT CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2013-2026

YEAR		PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	PROJECT TOTAL
2013					
	1	Remark Runway, Taxiway and Apron	$164,700	$18,300	$183,000
	2	Engineering Design Projects 6, 10 and 13	$10,800	$1,200	$12,000
		TOTAL 2013	**$175,500**	**$19,500**	**$195,000**
2014					
	3	Airport Land Use Compatibility Plan (ALUC)	State Funded		
	4	Environmental Assessment Projects 12, 14-17, and 21	$405,000	$45,000	$450,000
	5	Engineering Design Projects 7, 8, and 9	$37,800	$4,200	$42,000
	6	Joint Seal Apron and Taxilane	$76,500	$8,500	$85,000
	7	Obstruction Light Row – North Side	$230,400	$25,600	$256,000
	8	Relocate Wind Socks and Segmented Circle	$96,300	$10,700	$107,000
	9	Install Obstruction Lights on Street Light Pole and Power Pole at Benton Crossing Road	$37,800	$4,200	$42,000
	10	Reconstructed General Aviation Aircraft Parking Apron – Phase 1	$1,494,000	$166,000	$1,660,000
		TOTAL 2014	**$90,900**	**$10,100**	**$2,642,000**
2015					
	11	Architectural/Engineering Design Projects 12 thru 18	$2,034,000	$226,000	$2,260,000
	12	Grade Runway Object Free Area From Runway Safety Area Edge to Highway 395 ROW Fence Line	$2,950,200	$327,800	$3,278,000
	13	Reconstruct General Aviation Aircraft Parking Apron – Phase 2	$1,958,400	$217,600	$2,176,000
		TOTAL 2015	**$6,942,600**	**$771,400**	**$7,714,000**
2016-2017					
	14	Airline Terminal	$15,598,800	$1,733,200	$17,332,000
		TOTAL 2016-17	**$15,598,800**	**$1,733,200**	**$17,332,000**
2017					
	15	Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways	$5,429,7000	$603,300	$6,033,000

	16	Access Road	$1,137,600	$126,400	$1,264,000
	17	Automobile Parking Lot	$1,463,400	$162,000	$1,626,000
	18	Terminal Area Utilities	$1,624,500	$180,500	$1,805,000
	19	Second ARFF Vehicle	$900,000	$100,000	$1,000,000
	20	Engineering Design Projects 21, 23, 25, 26 and 27	$337,500	$37,500	$375,000
		TOTAL 2017	**$10,892,700**	**$1,210,300**	**$12,103,000**
2018					
	21	Construct Security Fence and Cameras	$837,000	$93,000	$930,000
	22	Environmental Assessment – LADWP & U.S. Forest Service Land Acquisition and/or Use Permits, Project 24	$45,000	$5,000	$50,000
	23	Construct New General Aviation Apron (179,000 sq. ft.)	$1,543,500	$171,500	$1,715,000
		TOTAL 2018	**$2,425,500**	**$269,500**	**$2,695,000**
2019-2026					
2019	24	LADWP & U.S. Forest Service Land Acquisition and/or Use Permits	$108,000	$12,000	$120,000
2020	25	Widen Runway Shoulders to 20’	$1,274.400	$141,600	$1,416,000
2020	26	Widen Taxiways from 50’ to 75’ to Meet Taxiway Edge Safety Margin for Q400 and 25’ Wide Shoulders	$3,064,500	$340,500	$3,405,000
2020	27	Widen Aircraft Holding Aprons	$337,500	$37,500	$375,000
2020	28	Architectural/Engineering Design Projects 29 and 30	$162,000	$18,000	$180,000
2021	29	ARFF Building and Administration Building – 8,800 sf	$2,016,000	$224,000	$2,240,000
2021	30	Maintenance Building Apron and Access Road	$1,971,000	$219,000	$2,190,000
2021	31	Environmental Assessment Projects 33 and 34	$108,000	$12,000	$120,000
2022	32	Engineering Design Projects 33 and 34	$540,000	$60,000	$600,000
2023	33	Reconstruct West Hangar Taxilanes	$585,450	$65,050	$650,500
2023	34	Runway 9-27 Extension – 100’ x 1,200’	$3,947,400	$438,600	$4,386,000
2025	35	Pavement Maintenance/Management Program Update	$63,000	$7,000	$70,000
2025	36	Abandon Green Church	$99,000	$11,000	$110,000
2025	37	Architectural/Engineering Design Project 38	$810,000	$90,000	$900,000
2026	38	Terminal Building Addition	$7,435,800	$826,200	$8,262,000
		2019 - 2026 TOTAL	**$22,522,050**	**$2,502,450**	**$25,024,500**
		TOTAL PROJECT COSTS	**$60,934,950**	**$6,770,550**	**$67,705,500**

MONO COUNTY LTC UNCONSTRAINED PROJECT LIST

Unprogrammed LTC Priorities: Tier 1 (Chosen as a Priority by 3 or more LTC Commissioners)

- Mono County community-based pavement rehabilitation projects
- N. Conway passing lane or 4-lane project (Approved MOU project is 2014)
- Realignment of Lower Rock Creek Road and US 395 intersection
- Mammoth-Yosemite airport deer/snow safety fence
- US 395 deer/snow safety fence from Caltrans McGee Creek Maintenance Station to SR 203 and a portion of 203
- County-wide bridge plan / Topaz Lane bridge replacement (staff only, brought before Board)
- Southerly Airport Access Road construction (staff only, brought before Council)
- SR 203 Main Street signal project (staff only, brought before Council)

Projects of Interest: Tier 2 (Chosen as a Priority by 2 LTC Commissioners)

- Catch-up with backlog of road striping on County roads to improve safety (also staff priority)
- Re-initiate US 395 N. Sherwin Grade improvement project
- Conway Summit cut: complete evaluation of slope stabilization trials and complete
- US 6 flood control issues (bridges, culverts)
- Tioga Pass Heritage Highway: safety & scenic/interpretive enhancements
- Add Mammoth as destination to mileage signs in Nevada and/or I-15
- Add northbound left turn lane at US 395 and Mill Canyon (north of Walker)
- Repainting and maintenance of Mono County entry signs on US 395
- Add Mammoth/Hwy 203 as destinations to US 6, SR 120, and Benton Crossing Rd signs

Projects of Interest: Tier 3 (Chosen as a Priority by 1 LTC Commissioner and RPACs or County Staff)

- Add Bridgeport Twin Lakes Road shoulder and bike lanes
- Add SR 182 shoulder and bike lanes
- Develop trails system in Bridgeport – winter & summer
- Add Bridgeport welcome/gateway signs
- Add bike lanes and/or wider shoulders on major routes in Chalfant
- Expanded Lee Vining/June Lake Main Street Revitalization & walkability
- Add bike path connecting Chalfant Loop Rd to Chalfant proper (1 mi) creating a safe bike route between White Mtn. Estates and Chalfant
- Bridgeport Main Street projects
  - Bridgeport way-finding tied to School St Plaza & County “campus”
  - Bridgeport Main St sidewalk improvements: curb extensions, pedestrian furniture, landscaping and street trees, finish sidewalks

Projects of Interest: Tier 3 (Chosen as a Priority by 1 LTC Commissioner)

- Designate SR 158 as State Scenic Highway
- Create a Transportation Asset Management Plan matrix for the Town
- Construct scenic pull-outs on US 395 in Bridgeport Valley
- County Road Shop/Yard in Bridgeport: landscape/screen from US 395, add dark-sky compliant lighting
- Hwy 203 Main Street Revitalization
- Repair eroding slopes at Auchoberry Pit
- Renovate June Lake Loop rumble strip @ US 395 to be safer for bicyclists
- Screen old sheriff’s substation with berm from US 395

- Utilize self-weathering steel guardrails in the County
- Add grooves cut across US 395 in varying widths to generate different sounds that "play" a song as cars pass over to prevent drivers falling asleep
- Add signage along US 395 to identify special geographic features
- Add right turn lane at McGee on southbound US 395
- Pave the last 2 miles of Bodie Road to the State Park
- Rehabilitation and stabilization of cut slope above ball field on Crowley Lake Drive
- Rehabilitation and stabilization of slopes on Lower Rock Creek Rd
- Keep Crestview rest area open year round
- Re-initiate & complete deer fence/grade separate at Sonora Junction
- Work with Inyo LTC to designate all of US 395 as State Scenic Highway

MONO COUNTY PROJECTED TRANSPORTATION SYSTEM OPERATING COSTS

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Operating Costs (Salaries, overtime, benefits, communications, insurance, mainte3nance - buildings & equipment, legal notices, contract services, equipment - vehicles & construction, travel, equipment rental, etc.)	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558
Special Items/Recurring Costs (Snow Removal Contribution—Tioga Pass)			57,177	57,320	58,466	59,635	60,727	61,941	355,266
Total Ongoing Costs	5,689,22	6,694,290	5,891,14	5,996,969	6,105,908	6,217,025	6,330,265	6,445,870	54,479,824

Fiscal Year 12/13 is actual expenditures; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor. Contributions for Snow Removal on Tioga Pass are based on the average of actual contributions in 2010 and 2011, calculated with a 2% growth factor.

TOWN OF MAMMOTH LAKES PROJECTED TRANSPORTATION SYSTEM OPERATING COSTS

TOWN OF MAMMOTH LAKES STREET OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Street Maintenance	$1,275,434	$1,720,392	$1,754,800	$1,789,896	$1,825,694	$1,862,208	$1,899,452	$1,937,441	$1,976,190	$16,041,505
Snow Removal	$1,115,000	$2,099,456	$2,141,445	$2,184,274	$2,227,960	$2,272,519	$2,317,969	$2,364,328	$2,411,615	$19,134,566
Capital	***See CIP***									
Total Ongoing Costs	$2,390,434	$3,819,848	$3,896,245	$3,974,170	$4,053,653	$4,134,726	$4,217,421	$4,301,769	$4,387,805	$35,176,071

TOWN OF MAMMOTH LAKES TRANSIT SYSTEM OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Transit Operations and Contracts	$859,920	$955,467	$974,576	$994,068	$1,013,949	$1,034,228	$1,054,913	$1,076,011	$1,097,531	$9,060,664
Total Ongoing Costs	$859,920	$955,467	$974,576	$994,068	$1,013,949	$1,034,228	$1,054,913	$1,076,011	$1,097,531	$9,060,664

TOWN OF MAMMOTH LAKES AIRPORT OPERATING COSTS

Program	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Airport Operations	$668,939	$743,265	$758,130	$773,293	$788,759	$804,534	$820,625	$837,037	$853,778	$7,048,359
Debt Service		$531,442	$531,442	$531,442						
Capital	***See CIP***									
Total Ongoing Costs	$668,939	$1,274,707	$1,289,572	$1,304,735	$788,759	$804,534	$820,625	$837,037	$853,778	$7,048,359

Fiscal Year 12/13 is actual expenditures; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

MONO COUNTY REVENUE PROJECTIONS

Funding Source	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
General Road Revenue (Trans. Tax - LTC, encroachment permits, vehicle code fines, Federal Forest payments, State matching funds - RSTP)	2,277,925	3,218,830	2,300,000	2,346,000	2,392,920	2,440,778	2,489,594	2,539,386	21,260,207
Highway User's Tax (Prop 111, admin & engineering, snow removal subvention, rain & snow damage, Section 2105 & 2106 funds)	1,979,810	2,130,460	2,173,069	2,216,531	2,260,861	2,306,078	2,352,200	2,399,244	20,331,630
Road & Street Reimbursables (Snow removal, fuel, road maintenance)	116,873	120,000	122,400	124,848	127,345	129,892	132,490	135,139	1,131,181
Interfund Revenue (Fuel & auto repairs, engineering service, landfill maint., landfill admin., landfill fuel & oil, airports, STIP projects, LTC-owp)	726,614	675,000	688,500	702,270	716,315	730,642	745,255	760,160	6,413,539
Mono County Contribution (Minimum annual projected General Fund contribution)	588,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	4,988,000
General Revenue Total	5,689,222	6,694,290	5,833,969	5,939,649	6,047,442	6,157,390	6,269,538	6,383,929	54,124,558

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor except the General Fund which is projected to remain stable.

TOWN OF MAMMOTH LAKES REVENUE PROJECTIONS

TOWN OF MAMMOTH LAKES STREETS REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
TDA (pass through to ESTA)(1)	$42,830	$0	$0	$0	$0	$0	$0	$0	$0	$42,830
Local Gas Tax Sec 2103, 2105 &2106	$171,530	$67,497	$68,847	$70,224	$71,628	$73,061	$74,522	$76,013	$77,533	$750,855
Local Gas Tax sec 2107	$26,217	$50,000	$51,000	$52,020	$53,060	$54,122	$55,204	$56,308	$57,434	$455,365
Local Gas Tax Snow Removal	$1,852,094	$1,100,000	$1,122,000	$1,144,440	$1,167,329	$1,190,675	$1,214,489	$1,238,779	$1,263,554	$11,293,360
Local Gas Tax Sec. 2107.5	$0	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$16,000
General Fund Snow Removal	$889,005	$907,526	$539,000	$549,780	$560,776	$571,991	$583,431	$595,100	$607,002	$5,803,610
General Funds streets	$467,000	$750,000	$765,000	$780,300	$795,906	$811,824	$828,061	$844,622	$861,514	$6,904,227
Total	$3,448,676	$2,877,023	$2,547,847	$2,598,764	$2,650,699	$2,703,673	$2,757,707	$2,812,821	$2,869,037	$25,266,247
(1) The availability of these funds for highway and streets and road purposes is contingent upon a yearly finding by the Mono County LTC, through the public hearing process, that there are no unmet transit needs that can reasonably be met.										

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

TOWN OF MAMMOTH LAKES TRANSIT SYSTEM REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Fees	$95,504	$98,505	$100,475	$102,485	$104,534	$106,625	$108,757	$110,933	$113,151	$940,969
Facility Rental	$38,317	$170,128	$170,128	$170,128	$170,128	$170,128	$170,128	$170,128	$170,128	$1,399,341
Transit General Funds & fees	$642,904	$714,338	$728,625	$743,197	$758,061	$773,222	$788,687	$804,461	$820,550	$6,774,045
Total	$776,725	$982,971	$999,228	$1,015,810	$1,032,723	$1,049,975	$1,067,572	$1,085,521	$1,103,829	$9,114,356

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

TOWN OF MAMMOTH LAKES AIRPORT REVENUE PROJECTIONS

Funding Source	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Totals
Services and Fees	$236,481	$251,228	$0	$0	$0	$0	$0	$0	$0	$487,709
Commercial Terminal Rent	$90,000	$122,640	$122,640	$122,640	$122,640	$122,640	$122,640	$122,640	$122,640	$1,071,120
General Funds	$253,135	$281,915	$0	$0	$0	$0	$0	$0	$0	$535,050
Capital Fund FAA Grant Entitlement	$0	$1,000,000	$1,056,000	$1,077,120	$1,098,662	$1,120,636	$1,143,048	$1,165,909	$1,189,228	$8,850,603
Capital Fund Passenger Fees	$123,485	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$135,000	$1,203,485
Total Ongoing Costs	$703,101	$1,790,783	$1,313,640	$1,334,760	$1,356,302	$1,378,276	$1,400,688	$1,423,549	$1,446,868	$12,147,967

Fiscal Year 12/13 is actual revenues; FY 13/14 is based on the current budget; remaining years are based on a 2% projected growth factor.

APPENDIX E
County Road Maps

To Be Added.

Date: February 9, 2015

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2014-15 Funds

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION:

Approve Resolution R15-01 allocating $17,597 of FY 2014-15 Low Carbon Transit Operations Program (LCTOP) funds for the expansion of Mammoth Express fixed route service and authorizing the LTC Executive Director or Eastern Sierra Transit Authority's Executive Director to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.

FISCAL IMPLICATIONS:

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals $17,597.

Mono County (99313)	$ 4,608
Eastern Sierra Transit Authority (99314)	$ 6,932
Inyo County (99313)	$ 6,057
Total	$17,597

Project costs:

- The net operating cost for additional fixed route service is $26,164
- Expected fare revenue at 3.5 passenger trips per service our and an average fare of $5.75 = $8,567
- Required LCTOP funding $17,597

ANALYSIS/DISCUSSION:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

This program will be administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Eastern Sierra Transit is requesting from both the Mono County LTC and the Inyo County LTC that these fund be combined to expand the Mammoth Express fixed route service. The expansion would provide an additional northbound run departing Bishop at 6:50am to permit passengers to arrive in Mammoth in time to work a Monday through Friday 8:00am to 5:00pm shift, and additional southbound run departing Mammoth at 7:00pm to permit passengers who work later shifts (beyond 5:00pm), or who wish to stay in Mammoth for the early evening hours for shopping, dining or socializing, to travel back to the communities of Crowley Lake, Tom's Place or Bishop.

Eastern Sierra Transit will be taking this item to the Inyo County LTC on February 18, 2015 for approval.

RESOLUTION #R15-01

AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

WHEREAS, the Mono County Local Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Mono County Local Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to the Eastern Sierra Transit Authority

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission Executive Director or the Eastern Sierra Transit Authority Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED this 9th day of February 2015, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

_____
Jo Bacon, Chair

ATTEST:

_____
CD Ritter
MCLTC Secretary

Authorized Agent

AS THE _____Chairperson_____
(Chief Executive Officer / Director / President / Secretary)

OF THE _____Mono County Local Transportation Commission_____
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid for Fiscal Year 2014-2015 funds. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Scott Burns, Mono County Local Transportation Commission Executive Director__ *OR*
(Name and Title of Authorized Agent)

John Helm, Eastern Sierra Transit Authority Executive Director_____
(Name and Title of Authorized Agent)

_____ _____
(Print Name) *(Title)*

_____
(Signature)

Approved this _____9th _____*day of* __February ____, *2015*_____

Attachment: Board Resolution approving Authorized Agent

LETTER DUE TO CALTRANS NO LATER THAN MARCH 2, 2015

Letter of Intent
Use of Low Carbon Transit Operations Funds

AS THE ***Executive Director***
(Chief Executive Officer / Director / President / Secretary)

OF THE ***Mono County Local Transportation Commission***
(Name of Agency)

I understand that the Low Carbon Transit Operations Program (Program) is funded from the Greenhouse Gas Reduction Fund and was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.

I understand that, in the first year of the Program (Fiscal Year 2014-15), $25 million was appropriated in the State Budget and that these funds must be allocated by June 30, 2015. I understand that if my agency does not request our allocation by April 15, 2015, the funds will no longer be available to our agency.

In order to utilize the available funds to their fullest potential, my agency will (check to indicate your intent):

__X__ 1. Request its allocation in the amount of $ 4,608.00 , by:
_____ a. February 2, 2015, in the first cycle of requests for FY 2014-15, or
__X__ b. April 15, 2015, in the second cycle of requests for FY 2014-15, or

_____ 2. Request that the allocation of $_____ be released to our regional entity, (name of MPO/RTPA) , so the funds may be applied to a project within our region that meets the requirements of the LCTOP Guidelines and the requirements of Public Resources Code section 75230.

I also understand that, effective in Fiscal Year 2015-16, the LCTOP will receive a continuous appropriation of five percent of the annual proceeds of the Greenhouse Gas Reduction Fund and an agency may accumulate funds over multiple years to accrue sufficient funds to support an appropriate project.

_____ Scott Burns – Executive Director
(Signature) *(Print Name and Title)*

Approved this 9th day of February, 2015

Low Carbon Transit Operations Program (LCTOP)

Certifications and Assurances

Project Sponsor: **Mono County Local Transportation Commission**
Agency Name: **Eastern Sierra Transit Authority**

Effective Date of this Document: **February 9, 2015**

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project sponsors (both Project Lead and Contributing Sponsors) must comply with these terms and conditions.

A. General

(1) The project sponsor agrees to abide by the current LCTOP Guidelines and applicable legal requirements.

(2) The project sponsor must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

(1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.

(2) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.

(3) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.

(4) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.

(5) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.

(6) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.

(7) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).

(8) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

(9) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

(1) The project lead must submit the following LCTOP reports:

a. Semi-Annual Progress Reports by February 15th and August 15th each year.

b. A Final Report within six months of project completion.

c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.

(2) Other Reporting Requirements: ARAB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARAB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

(1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

(2) The project lead agrees, and will assure that its contractors and subcontractors 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 LCTOP funds as a contractor or sub-contractor 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.

(3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

(1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, 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. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.

(2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the 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 during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.

(3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other

agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

_____

AUTHORIZING OFFICER, Title
Unit/Department/Agency

ATTACHMENT I

(INSERT Agency Board Resolution approving this document)

See Sample attached

Low Carbon Transit Operations Program

PROJECT DESCRIPTION AND ALLOCATION REQUEST

	Regional Entity: Mono County LTC
Project Lead*: Mono County	**County: Mono**
Project Title: Expansion of Mammoth Express Fixed Route Service	

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Rail and Mass Transportation.

Name: Scott Burns

Signature:

Title: Executive Director

Agency: Mono County LTC

Date: **Amount: $4,608.00**

Contributing Sponsor:

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name: Clint Quilter

Signature:

Title: Executive Director

Agency: Inyo County Local Transportation Commission

Date: **Amount: $6,057.00**

Contributing Sponsor:

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name: John Helm

Signature:

Title: Executive Director

Agency: Eastern Sierra Transit Authority (Mono County 99314 funds)

Date: **Amount: $6,932.00**

LCTOP PROJECT DESCRIPTION
AND ALLOCATION REQUEST

Expenditure Plan for FY 14/15 LCTOP Allocation		14/15
Request Amount per PUC 99313:	**Mono County**	**$4,608.00**
Request Amount per PUC 99313:	**Inyo County**	**$6,057.00**
Request Amount per PUC 99314:	**Eastern Sierra Transit Authority**	**$6,932.00**
Total Project Allocation Request:		**$17,597.00**
Project Title:	**Expansion of Mammoth Express Fixed Route Service**	
Project Location/Address:	**Fixed route bus service between Bishop and Mammoth Lakes**	

Table 1: Project Lead/Recipient Agency Information

Project Lead/ Recipient Agency: **Mono County**
Contact: **Wendy Sugimura**
Contact Phone #: **760-924-1814**
Email Address: wsugimura@mono.ca.gov
Address: **PO Box 347**, **Mammoth Lakes, CA 93546**

Legislative District Numbers
Assembly: 25
Senate: 1
Congressional: 25

Amount:	PUC Fund Type:
$4,608.00	99313
$	

Table 2: Contributing Sponsor Information

Contributing Sponsor: **Inyo County**
Contact: **Courtney Smith**
Contact Phone #: **760-878-0207**
Email Address: csmith@inyocounty.us
Address: **PO Drawer Q, Independence, CA 93526**

Amount :	PUC Fund Type:
$6,057.00	*99313*
$	

Other Contributing Sponsors: (Attach sheet with contact information)
Contributing Sponsor **Eastern Sierra Transit Authority**
Contact: **(Mono County 99314 funds)**
Contact Phone #: **760-872-1901**
Email Address: jhelm@estransit.com
Address: **PO Box 1357, Bishop, CA 93515**

Amount:	PUC Fund Type:
$6,932.00	99314
TOTAL	**$17,597.00**

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Type of Project

Check **only 1** box that best fits the description of the project being funded.

- [ ] **New Capital Project**
- [X] **New or Expanded Bus or Rail Service**
- [ ] **Expanded Intermodal Transit Facilities**
- [ ] **Operations**
  - ___**Equipment acquisition**
  - ___**Fueling**
  - ___**Maintenance**

Table 4: Project Summary

a) Project Purpose:

The expansion of the Mammoth Express fixed route commuter bus service will serve multiple purposes for the Eastern Sierra region of Inyo and Mono Counties. This project will reduce greenhouse gases (GHG) in the region by reducing private automobile traffic between Bishop and Mammoth Lakes. It is estimated that with 3.5 passengers per service hour, the route expansion will reduce over 44,000 passenger vehicle miles and the associated GHG. Mammoth Lakes is the employment center for Mono County, drawing 14.8% of its work force from the communities of Bishop and Crowley Lake. Nearly 13% of the population in the communities of Bishop and Crowley Lake is below the poverty line and would benefit from additional public transportation options in their community. The expansion of fixed route service between Bishop and Mammoth Lakes will provide additional work opportunities for the transit dependent communities as well as the environmental benefit of the GHG reduction.

b) Project Description - see Attachment A for category of project *(example: Category A-2, Expand Transit Service; Install new stops/stations for local bus, intercity rail, commuter bus or rail transit.)* ***Only project categories listed on Attachment A are eligible for FY 2014-15 LCTOP funding.***

Provide a comprehensive overall project description regarding improvements to be made, increased level of service and performance goals):

The expansion of the Mammoth Express fixed route commuter bus service meets the requirements for eligible projects under attachement A. The expansion of the Mammoth Express fixed commuter route bus service will provide an additional northbound run departing Bishop at 6:50am to permit passengers to arrive in Mammoth Lakes in time to work a Monday - Friday 8:00am to 5:00pm shift, and an additional south bound run departing Mammoth Lakes at 7:00pm to permit passengers who work later shifts , or who wish to stay in Mammoth Lakes for the early evening hours for shopping, dining or socializing, to travel back to the bedroom communities of Crowley Lake, Sunny Slopes or Bishop. The net operating cost for the additional fixed route sevice is $26,164. The expected fare revenue is $8,567, which is based on a productivity of 3.5 passengers trips per service hour and an average fare of $5.75.

c) If Operations, complete Table 7.

d) Project Map (provide 8 1/2" X 11" project site map that shows the transit service area and identifies disadvantaged community (DAC) census tracts (if applicable). Use link to CalEPA website for DAC information: http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm

See attachment

e) Useful Life of the Project: 1 year

Table 5: Description of Major Benefits/Outcomes

REQUIRED BENEFIT **a) Greenhouse Gas Reduction** (describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.):

The expansion of the Mammoth Express route is expected to reduce green house gases in the Eastern Sierra region by 8.3 metric tons per year. This number is calculated based on 1,490 passenger trips (current average for this route of 3.5 passenger trips per service hour times 1.67 service hours per day times 255 days per year) mulitplied by 45 miles per trip (the distance of the Mammoth Express route) totaling a reduction of 67,050 miles per year, divided by an average fuel usage factor of 20 miles per gallon, which totals 3,354 gallons of gasoline saved per year. [((1.67 x 3.5 x 255) * 45) / 20 = 3,354]. The expanded fixed route service operated by ESTA will add 22,950 miles per year which at 9.5 mpg equates to an additional 2,416 gallons of fuel. The net miles reduction will be 44,121 miles per year and the net fuel reduction will be 938 gallons.

According to the U.S. EPA Clean Energy website, 938 gallons of gasoline results in 8.3 metric tons of carbon dioxide equivalent.

REQUIRED BENEFIT **b) Increased Mode Share: describe how this project will directly enhance or expand transit service to increase mode share.**

The Expansion of the Mammoth Express fixed route commuter service will provide a public transit option for commuters between the communities of Bishop, Crowley Lake and Mammoth Lakes who work a Monday through Friday 8:00am to 5:00pm schedule, by providing a 6:50am run from Bishop to Mammoth Lakes arriving in time for an 8:00am work start. Additionally, it will provide an evening option for those who have later shifts, or have shopping or receational needs in the Mammoth Area, by providing a 7:00pm departure from Mammoth Lakes to Bishop. These addtional public transit runs will provide increased employment opportunities for the low income populations of the region who are transit dependent.

c) Disadvantaged Communities (DAC) benefit (if applicable*). See Attachment B for category of benefit *(example: Transit Project, located within DAC, h. Project improves transit stations or stops in a DAC to increase safety and comfort (i.e., lights, shelters, benches)*

Inyo and Mono County do not have any communities that fall within the Disadvantaged Communities categories.

**For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.*

d) Please check any additional Benefits/Outcomes:

_x____Improved Safety
_____Improved Public Heath
_____Reduced Operating/Maintenance Cost
_____Increase System Reliability
_____Other Benefits (describe below)

_x____Coordination with Educational Institutions
_____ College/University _x____ Grades K-12
_x____Promotes Active Transportation (walking, biking)
_____Promotes integration with other modes of transportation

e) Please summarize and describe benefits indicated above in d) and any other benefits not listed:

The vehicles that are operated on the Mammoth Express route all have automatic snow chains and bike racks. The automatic snow chains provide additional safety to the motoring public during adverse weather conditions that occur in this mountainous region. The bike racks promote multi-modal options to passengers and promote Active Transportation. When the expanded 6:50am run is combined with the existing 2:05pm mid day return run, students have a fixed route option that can provide an additional transportation solution for students in Mammoth Lakes who reside between Mammoth and Bishop.

Table 6: Project Schedule

	Date
Begin Project Approval & Environmental Document Phase*	
CEQA/ Environmental Compliance*	
End Project Approval & Environmental Document Phase*	
Begin Plans, Specifications & Estimates Phase*	
End Plans, Specifications & Estimates Phase*	
Begin Right of Way Phase*	
End Right of Way Phase*	
Begin Construction Phase **(Contract Award)**	
End Construction Phase **(Contract Acceptance)**	
Begin Vehicle/Equipment Order **(Contract Award)**	
End Vehicle/Equipment Order **(Contract Acceptance)**	
Begin Closeout Phase	
End Closeout Phase	
Operations schedule (start to end, i.e., May 2015 - Jan 2016)	June 2015 - May 2016

** These phases of a project are not eligible to be funded by LCTOP funds, they must be funded by other sources.*

Table 7: Operations Project Description

a) Describe the operating plan for this system.

The expansion of the Mammoth Express route will add two additional runs to the existing six, daily weekday runs. The first additional run will depart Bishop at 6:50am arriving in Mammoth Lakes at 7:45am with stops in the communities of Tom's Place and Crowley Lake. The second run will depart Mammoth Lakes at 7:00pm will stops in Crowley Lake and Tom's Place, arriving at the final destination of Bishop at 7:50pm.

b) Describe the fare structure for this system.

The fare structure for the expanded service will mirror the existing Mammoth Express fares. The fare between Bishop and Mammoth Lakes is $7.00 for adults and $6.00 discounted rate (seniors, disabled, children). The rates between the Mammoth Lakes and the primary intermediate stop, Crowley Lake, is $3.00 for adults and $2.50 discounted rate. Discounted multi-use passes are also available (10-punch, 1-week and 2-week). The average fare on the current Mammoth Express runs equaled $5.75 in 2014

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

The ridership assumptions are based on the current ridership on the existing Mammoth Express Routes and from surveys the were distributed to major employers in the Mammoth Lakes area to determine interest in utilizing public transit during the commute hours.

d) Describe the assumptions and process for how the operating cost projections were developed.

The operating costs are based on the current cost of operating the Mammoth Express route.
Miles: 90 miles per day x 255 days = 22,950 miles/year
Pay Hours per day: 2.25 x 255 days = 573.75 hours
Labor Cost per hour (wage and benefits): $25.00/hour x 573.75 = $14,344
Fuel: 22,950 miles / 9 mpg x $4.00/gallon = $9,663
Vehicle Maintenance: 22,950 miles x $0.30 per mile = $6,885
Savings from current procedure to deadhead driver to Mammoth (support vehicle @ 20 mpg; $12/mi maint) = ($7,344)
Administration (10%) = $2,616

TOTAL = $26,164

FUNDING: $17,597 (LCTOP grant) + $8,567 (fares; $5.75 average fare x 1,490 passengers)

Low Carbon Transit Operations Program
Total Project Cost and Funding Plan

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost	**$17,597**							Project
Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	17,597	0	0	0	0	0	17,597
TOTAL	0	17,597	0	0	0	0	0	17,597

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		17,597						17,597
TOTAL	0	17,597	0	0	0	0	0	17,597

Funding Source:								
Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Low Carbon Transit Operations Program
Total Project Cost and Funding Plan

Shaded fields are automatically calculated. Please do not fill these fields.

Funding Source:

Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

COMMENTS:

Funding Source:

Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	FY __14/15__	FY _____	FY _____	FY _____	FY _____	FY _____	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Attachment A - Eligible Project Categories

For the first year of the LCTOP, ARB and Caltrans have agreed to use a defined list of transit projects that will provide a streamlined way for identifying eligible investments. The projects listed below are expected to meet the statutory requirements of SB 862 for meeting greenhouse gas reduction requirements. More detail on greenhouse reporting will be provided in subsequent instruction or guidance.

Per Public Resource Code 75230 (d) (1-3) funds shall be expended to provide transit operating or capital assistance that meets all of the following criteria:

• Expenditures supporting new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities,
• The recipient transit agency demonstrates that each expenditure directly enhances or expands transit service to increase mode share, and
• The recipient transit agency demonstrates that expenditures reduce greenhouse gas emissions.

A. Expand Transit Service

1. Implement bus rapid transit (for new routes or expansion of existing routes)
2. Install new stops/stations for local bus, intercity rail, commuter bus or rail transit.
3. Provide alternative transit options that use zero-emission or hybrid vehicles to improve mobility (e.g., vanpooling, shuttles, bikesharing)
4. Increase service (extend transit routes, increase frequency of service, extend service hours)
5. Increase capacity on routes nearing capacity (e.g., add more buses or rail cars to existing routes)
6. Network/fare integration (e.g., universal fare card that can be used for multiple transit systems)

B. Low Carbon Transportation Projects that Support New/Expanded Transit Services

1. Purchase, operate and maintain zero-emission or hybrid vehicles and equipment (e.g., buses, railcars, auxiliary electrical power units)
2. Install infrastructure to support zero-emission or plug-in hybrid vehicles and equipment (e.g., electric charging, hydrogen fueling)
3. Install infrastructure to support renewable natural gas or other low carbon renewable alternative fuels
4. Install renewable energy at transit facilities (e.g., solar panels at transit facilities with electric charging infrastructure)

C. Active Transportation Projects that Support New/Expanded Transit Service

1. Install new transit stops/stations that connect to bike paths/pedestrian paths.
2. Upgrade transit stops/stations to support active transportation and encourage ridership (e.g., bikesharing facilities; bicycle racks/lockers; covered benches; energy efficient lighting)
3. Upgrade transit vehicles to support active transportation and encourage ridership (e.g., bicycle racks on buses; bicycle storage on rail cars)

D. Enhancement Projects

1. Convert/retrofit diesel vehicles and equipment to zero-emission technology (e.g., zero-emission or hybrid buses, rail electrification, hybrid ferries)
2. Free or reduced-fare transit passes/vouchers (this is a good opportunity to partner with educational institutions, low-income housing developers near transit, or other groups within your jurisdiction, to enhance access to transit)
3. Retrofit transit vehicles to meaningfully improve fuel efficiency (e.g., anti-idling systems; regenerative braking for trains)

Attachment B: Disadvantaged Community Benefits - Criteria to Evaluate Projects

(provided by ARB in the Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies, November 3, 2014 version, available at http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/535investments.htm):

For transit agencies whose service areas include disadvantaged communities (DAC) as identified in accordance with Section 39711 of the Health and Safety Code, at least 50 percent of the total funds received shall be expended on projects or services that benefit the DAC. The California Environmental Protection Agency (CalEPA) has identified disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria (http://www.calepa.ca.gov/EnvJustice/GHGInvest/). This process utilized CalEnviroScreen, a tool that assesses all census tracts in the State to identify areas disproportionately affected by multiple types of pollution and areas with vulnerable populations.

LCTOP projects must meet at least one of the criteria in this Attachment to qualify as benefiting a disadvantaged community.

Low Carbon Transportation Projects:

Projects will achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology.

Step 1 – Located Within: Evaluate the project to see if it meets at least one of the following criteria for being located in a disadvantaged community census tract and provides direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

a. Project provides incentives for vehicles or equipment to those with a physical address in a disadvantaged community; or

b. Project provides incentives for vehicles or equipment that will be domiciled in a disadvantaged community; or

c. Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a disadvantaged community (e.g., freight locomotives) or vehicles that serve transit stations or stops in a disadvantaged community (e.g., zero-emission buses); or

d. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services in a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services, bikesharing services).

Step 2 – Provides Benefits To: If the project does not meet the above criteria for "located within," evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

a. Project provides incentives for vehicles or equipment to those with a physical address in a ZIP code that contains a disadvantaged community census tract; or

b. Project provides incentives for vehicles or equipment that operate primarily in "impacted corridors," [Note: ARB will publish a list of "impacted corridors" based on its assessment of which freight corridors have a substantial air quality impact on disadvantaged communities.]; or

c. Project provides incentives for vehicles or equipment that primarily serve freight hubs (e.g., ports, distribution centers, warehouses, airports) located in a ZIP code that contains a disadvantaged community census tract; or

d. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, bikesharing services).

Transit Projects:

Projects will achieve GHG reductions by reducing passenger vehicle miles travelled through incentives, infrastructure, or operational improvements (e.g., providing better bus connections to intercity rail, encouraging people to shift from cars to mass transit).

Step 1 – Located Within: Evaluate the project to see if it meets at least one of the following criteria for being located in a disadvantaged community census tract and provides direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on increasing transit service along transit lines or corridors that have stations or stops in a disadvantaged community, or improving transit access for disadvantaged community residents, or reducing air pollution in a disadvantaged community:

a. Project provides improved transit or intercity rail service for stations or stops in a disadvantaged community (e.g., new transit lines, more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, bus rapid transit service for disadvantaged community residents); or

b. Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g. . vouchers, reduced fares, transit passes); or

c. Project improves transit connectivity at stations or stops in a disadvantaged community (e.g. network/fare integration, better links between transit and active transportation); or

d. Project improves connectivity between travel modes for vehicles or equipment that service stations or stops in a disadvantaged community (e.g., bicycle racks on transit vehicles); or

e. Project creates or improves infrastructure or equipment that reduces air pollution at a station, stop or transit facility in a disadvantaged community (e.g., auxiliary power, charging stations); or

f. Project creates or improves infrastructure or equipment that reduces air pollution on regular routes that are primarily within a disadvantaged community (e.g., rail electrification, zero-emission bus); or

g. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services in a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options associated with transit (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services, bikesharing services); or

h. Project improves transit stations or stops in a disadvantaged community to increase safety and comfort (e.g., lights, shelters, benches).

Step 2 – Provides Benefits To: If the project does not meet the above criteria for "located within," evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits to a disadvantaged community.

Project must meet at least one of the following criteria focused on increasing transit service along transit lines or corridors that are accessible to disadvantaged community residents, or improving transit access for disadvantaged community residents, or reducing air pollution in a disadvantaged community:

a. Project provides improved local bus transit service for riders using stations or stops that are accessible by walking within ½ mile of a DAC (e.g., more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, bus rapid transit service); or

b. Project improves local bus transit connectivity for riders using stations or stops that are accessible by walking within ½ mile of a disadvantaged community (e.g., better links to active transportation, bicycle racks on local bus); or

c. Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit service for riders using stations or stops in a ZIP code that contains a disadvantaged community census tract or is within ½ mile of a disadvantaged community (e.g., new lines, express bus service); or

d. Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit connectivity for riders using stations or stops in a ZIP code that contains a disadvantaged community census tract or within ½ mile of a disadvantaged community (e.g., network/fare integration, better links between local bus and intercity rail, bicycle racks on rail); or

e. Project will increase intercity rail (and related feeder bus service), commuter bus or rail transit ridership, with at least 25 percent of new riders from disadvantaged communities; or

f. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options associated with transit (e.g., neighborhood electric vehicles, vanpooling, shuttles, bikesharing services); or

g. Project improves transit stations or stops that are accessible by walking within ½ mile of a disadvantaged community, to increase safety and comfort (e.g., lights, shelters, benches); or

h. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25 percent of project work hours performed by residents of a disadvantaged community; or

i. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10 percent of project work hours performed by residents of a disadvantaged community participating in job training programs which lead to industry-recognized credentials or certifications.

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Serious drought.
Help save water!

January 21, 2015

Dear California Transportation Stakeholders:

Attached please find a copy of the letter sent to the California U.S. Congressional Delegation (Delegation), on January 12, 2015, outlining the California Department of Transportation's (Caltrans) priorities for the upcoming federal surface transportation act reauthorization.

The extension of funding for programs under the most recent federal surface transportation act reauthorization, the *Moving Ahead for Progress in the 21st Century Act* (MAP-21, P.L. 112-141) expires May 31, 2015. Caltrans has recently been in contact with the offices of several Delegation members who will be involved in drafting a new federal surface transportation act reauthorization bill. These Delegation members requested Caltrans provide a letter outlining its reauthorization priorities, no later than January, 2015.

Last summer, prior to the enactment of the most recent Highway Trust Fund and MAP-21 extension (the *Highway and Transportation Funding Act of 2014* (P.L. 113-159)), Caltrans circulated draft discussion points prior to conducting two conference calls with California Transportation Stakeholders (Stakeholders) to discuss this topic. The attached letter contains significant revisions that address Stakeholder feedback through this engagement process. Caltrans plans to continue engaging Stakeholders this year, through the California Transportation Infrastructure Priorities (CTIP) Group, as the federal surface transportation act reauthorization process advances.

Sincerely,

MALCOLM DOUGHERTY
Director

Enclosure

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Serious drought.
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January 12, 2015

Dear California Congressional Delegation Member:

I appreciate the opportunity and privilege to provide California Department of Transportation's priorities for consideration in the upcoming surface transportation reauthorization to the California Congressional delegation. It is our understanding that deliberations might be underway and we would like to provide the department's perspective hoping it helps the delegation's input and considerations through the reauthorization debate and process. Below, I have listed some key priority items to keep in mind. I have also attached a detailed discussion of the 13 key issues for your consideration.

1. Long-Term Reauthorization Bill: Congress must deliver a multi-year Surface Transportation Reauthorization (four to six years) that provides stability and certainty, to foster deliberate economic investments that assure global competiveness and job growth. The bill needs to also address current shortfalls in the Highway Trust Fund which average over $15 billion per year.
2. Fix-It-First and Safety: Californians recognize that the preservation and maintenance of the state's existing system of roadways and bridges is a priority, and look for national transportation policy to also lead on 'fix-it first' philosophy. The distressed condition of our transportation assets at the State and local levels is adversely affecting mobility, commerce, quality of life, and the environment. Poor roadway conditions also affect the safety of all road users, including bicyclists and pedestrians.
3. Funding and Finance: We need an overall increase in federal transportation spending, including core highway formula programs. But Congress should also permanently authorize the Transportation Investment Generating Economic Recovery (TIGER) grant program and provide dedicated, sustainable funding for the Projects of National and Regional Significance (PNRS) program. Congress should also continue to expand the opportunities available to use innovative financing alternatives including through Public-Private Partnerships, tolling, and credit programs such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and the tax-exempt Private Activity Bond (PABs) program.
4. Freight Movement: As the nation's international trade leader in terms of value and quantity of goods, California is committed to improving freight movement and this has to be a national priority for reauthorization. In 2006, California voters approved a set of transportation state bond programs that included the $2 billion Trade Corridors Improvement Fund (TCIF). The TCIF program is implementing approximately 70 high priority freight projects with a value in excess of $6 billion in total private and public funding along key

trade corridors. California urges Congress to also invest more in the national freight transportation system and authorize dedicated, sustainable funding for a multimodal freight program derived from revenue sources across all modes of transportation.

5. Sustainability and Climate Preparedness: By 2050, California is projected to grow from today's 38 million to 50 million people. To address these challenges, California has become, proudly, the national leader in climate preparedness and sustainable communities planning. California's landmark "Global Warming Solution's Act of 2006" (AB 32) regulates greenhouse gas emissions that contribute to climate change. Additionally, the "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that the 18 Metropolitan Planning Organizations (MPOs) representing the most urbanized areas of the state develop planning strategies to reduce emissions from cars and light trucks. Therefore, California urges Congress to enact programs and policies that will reward and promote sustainability and climate preparedness efforts. For example, Congress should authorize incentive grants for states, tribal governments, and MPOs that have adopted "Best Practices" to reduce greenhouse gas emissions. For another example, Congress should provide greater regulatory flexibility that will encourage private investment in zero-emission vehicle infrastructure.
6. Rail Reauthorization and Public Transportation: California has invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years. California's three state-supported intercity passenger rail routes - the *Pacific Surfliner*, *San Joaquin*, and *Capitol Corridor* - are the second, third, and fifth busiest routes in the country, respectively and attracted nearly 5.4 million riders annually and Commuter rail ridership totaled 31.2 million annually. California also remains committed to high-speed intercity passenger rail as a critical component of a long-term, sustainable, multi-modal transportation strategy. We support a trust funded Rail Service Improvement Program that includes grants for high-speed passenger rail, positive train control (PTC) compliance, and highway-rail grade crossing improvements. California public transportation providers served 1.27 billion trips. California urges Congress to increase federal investment in transit programs to maintain the current system in a state of good repair and help the state meet its sustainability, economic, and social objectives.
7. Transportation Alternatives Program: We support increased funding for the federal Transportation Alternatives Program (TAP) which provides funding for pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. TAP supports California's consolidated Active Transportation Program which is designed to improve the quality of life and public health of Californians.
8. Streamlining Planning, Programs and Project Delivery: California supports continued efforts to streamline surface transportation project delivery through delegation programs, increasing flexibility on alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes.

Finally, we support the underlying principles represented in the Tribal Transportation Unity Act, and an overall increase in federal transportation spending, including an increase in funding for the Tribal Transportation Program. I respectfully request your favorable consideration of these priority items for the next transportation reauthorization bill. Please let me know if there are any questions and I thank you for your attention to these matters.

Sincerely,

MALCOLM DOUGHERTY
Director

Enclosure

Discussion Report
Map 21 Reauthorization

Long-Term Reauthorization Bill

California supports a multi-year Surface Transportation Reauthorization (four to six years) that would provide stability and certainty, and allow for more deliberate economic investment that assures global competiveness and job growth.

The conditions of the nation's surface transportation systems are deteriorating, while demand is increasing. Sixty five percent of America's major roads are rated in less than good condition, one in four bridges requires significant repair or cannot handle today's traffic, and 45 percent of Americans do not have access to transit. At the same time, America's population will grow by 100 million in the coming decades. There must be greater national investment in our transportation and infrastructure.

Moreover, a fundamental change must occur to better align revenues with the demand for a safe, reliable transportation system that moves both goods and people efficiently. According to the Congressional Budget Office (CBO), Highway Trust Fund (HTF) outlays under current law will exceed revenues by an average of just over $15 billion per year, or $91 billion over a six-year period. CBO also projects a cumulative shortfall in both the highways and mass transit accounts in the second half of fiscal year (FY) 2015, meaning the HTF would not have the money available to reimburse state governments and local transit agencies in a timely fashion.

To ensure the stability of the federal transportation program and address immediate transportation needs, Congress must consider user-based, pay-as-you-go funding options like increasing and indexing to inflation the excise taxes on motor fuels. The federal government should also explore innovative transportation revenue mechanisms, such as a road user charge or other user-based revenues, and provide financial support to states willing to research or pilot innovative revenue programs.

Fix-It-First and Safety

More than half of California's highway lanes are either in distressed condition or in need of preventative maintenance; more than one in four culverts necessary to manage storm water runoff are in need of repair; and more than 30 percent of the technical equipment (e.g., ramp meters, vehicle detectors, and video cameras) used to operate the highway system are not in working condition. At the same time, most California counties experience average local road conditions in an "at risk" classification, with up to 25 percent of roads projected to be in "failed" condition by 2022. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment. Further, poor roadway conditions affect the safety of all road users, including bicyclists and pedestrians. Californians recognize that the preservation and maintenance of the state's existing system of roadways and bridges is a priority.

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

Therefore, Congress should increase funding for all of MAP-21's core highway formula programs, and in particular the Federal Highway Administration's National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP). These programs support California's State Highway Operations Protection Program (SHOPP), the preservation of local roads and bridges, and needed safety improvements for all road users throughout the state**.**

Funding and Finance

In addition to an overall increase in federal transportation spending, including core highway formula programs, Congress should also permanently authorize the Transportation Investment Generating Economic Recovery (TIGER) grant program and provide dedicated, sustainable funding for the Projects of National and Regional Significance (PNRS) program.

Funding for the PNRS program, which supports large-scale projects with national and regional economic impacts, was provided in the reauthorization bill reported by the U.S. Senate Committee on Environment & Public Works during the 113th Congress and was also recommended by the U.S. House Transportation & Infrastructure Committee's Special Panel on 21st Century Freight Transportation. California transportation stakeholders have expressed significant interest in this program: In 2014, the California Department of Transportation (Caltrans) compiled 53 survey responses totaling $71 billion in California PNRS projects for a U.S. Department of Transportation (U.S. DOT) Report to Congress on this program.

California recognizes that Public-Private Partnerships (P3s) are not a substitute for robust direct federal transportation investment, nor a solution for larger federal infrastructure funding challenges. Instead, P3s are a financing and procurement tool, which in some instances, may leverage private sector resources and mitigate construction and/or operations risk for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling, and/or federal credit assistance programs. Congress should create a U.S. DOT clearinghouse to provide technical assistance and share P3 best practices with state, local and tribal governments.

Additionally, Congress should allow tolling for Interstate System reconstruction, and also the conversion of any existing toll-free highway lanes (including on the Interstate System) to toll facilities that manage demand through variable tolling. Further, Congress should allow toll revenues to be used for public transportation services that contribute to the improved operation of the toll facility or highway, or to mitigate toll facility related adverse impacts identified under the National Environmental Policy Act (NEPA) process.

MAP-21 significantly increased funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides federal credit assistance to states, local governments, toll authorities and P3s. The expansion of the TIFIA program has benefitted California "America Fast Forward" projects, and Congress should provide robust funding for this program in the next reauthorization.

Further, Congress should review tax-exempt Private Activity Bond (PABs) eligibility and consider raising the cap on qualified surface transportation projects. Additionally, Congress should consider creating a new "America Fast Forward" qualified tax credit bond, which has been endorsed by the AFL-CIO,

U.S. Chamber of Commerce, National League of Cities, National Association of Counties, National Association of Regional Councils and State Buildings and Construction Trades Council of California.

Freight / Goods Movement

California is the nation's international trade leader in terms of value and quantity of goods that are handled by its seaports, airports, railroads and roadways; and California's commitment to improving its freight system is unmatched in the U.S. In 2006, voters approved a set of transportation state bond programs that included the $2 billion Trade Corridors Improvement Fund (TCIF). The TCIF program is implementing approximately 70 high priority freight projects with a value in excess of $6 billion in total private and public funding along key trade corridors. California is already heavily investing its funds to improve the state's freight transportation system and attracting substantial private and public matching funds. California urges Congress to also invest more in the national freight transportation system.

Moreover, despite the critical importance of freight movement to the national economy, there are impacts to local and regional economies, the environment, and communities that must be mitigated simultaneously when making freight system improvements. Therefore, improving and sustaining the freight system is not only about system reliability, efficiency, safety, and job creation, it is also about stewardship of communities and the environment as freight is processed in and moved through those communities.

Congress should authorize dedicated, sustainable funding for a multimodal freight program derived from revenue sources across all modes of transportation.

The U.S. DOT must complete the National Freight Strategic Plan required by MAP-21, and it should be consistent with State Freight Plans.

Implementation of a National Freight Strategic Plan should be supported by a minimum $2 billion per year grant program, possibly allocated through both competitive and formula-based criteria. The program must focus on the freight system as a whole, and include support for: major urban trade gateways and corridors; highways and local roads that make up the 'first-and-last mile' connections to seaports, cargo, airports, intermodal yards, and commercial ports of entry; and also the rural and local freight networks that enable the transport of agricultural and natural resources. Further, projects to reduce freight impacts to communities and the environment must be eligible for funding.

Sustainability and Climate Preparedness

California is home to seven of the top 10 most polluted and six of the 30 most congested cities in the nation. By 2050, California is projected to grow from today's 38 million to 50 million people. To address these challenges, California has become, proudly, the national leader in climate preparedness and sustainable communities planning.

In an effort to address climate change, California's landmark "Global Warming Solution's Act of 2006" (AB 32) gives the California Air Resources Board (CARB) authority to regulate sources of greenhouse gas emissions that contribute to climate change. Additionally, the "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that the 18 Metropolitan Planning Organizations

(MPOs) representing the most urbanized areas of the state reduce emissions from cars and light trucks. To meet regional greenhouse gas reduction targets established by the CARB, SB 375 requires MPOs to develop a Sustainable Communities Strategy that generally promote compact, mixed-use commercial and residential development that will be walkable, bikeable, close to public transportation, jobs, schools and recreation.

Sustainability planning often involves extensive analysis and public outreach, and both California state government and MPOs have expended a considerable amount of staff time and funding to implement SB 375. Therefore, Congress should authorize an incentive grant program that rewards states, tribal governments and MPOs that have already adopted "Best Practices" to reduce greenhouse gas emissions and integrate transportation planning and investment decisions with other land-use and economic development decisions.

Further, California supports an overall increase in federal transportation spending, including a proportional increase in funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to reduce congestion, improve air quality and meet the requirements of the Clean Air Act.

Rail Reauthorization

California has invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years. These passenger rail routes and connecting transit services attract high passenger volumes. For example, California's three state-supported intercity passenger rail routes - the *Pacific Surfliner*, *San Joaquin*, and *Capitol Corridor* - are the second, third, and fifth busiest routes in the country, respectively and attracted nearly 5.4 million riders in the state fiscal year (SFY) 2013-14 compared to 4.2 million a decade earlier. Commuter rail ridership totaled 31.2 million trips in SFY 2013-14 compared to 20.7 million trips a decade earlier. California also remains committed to high-speed intercity passenger rail as a critical component of a long-term, sustainable, multi-modal transportation strategy.

California supports Congressional efforts to reauthorize both the Rail Safety Improvement Act of 2008 (RSIA, P.L. 110-432) and the Passenger Rail Investment and Improvement Act (PRIIA, P.L. 110-432), both of which expired at the end of fiscal year (FY) 2013, as part of broader surface transportation reauthorization.

California supports Congressional efforts to fund intercity rail capital investment grants (chapter 244 of Title 49); all funding for this program must be available to eligible projects in every state.

Additionally, California supports the American Public Transportation Association's (APTA) call for a dedicated and indexed revenue source, other than the motor fuel taxes that support the Highway Trust Fund, for planning, design and construction of High-Speed and Intercity Passenger Rail; and also the U.S. DOT's GROW AMERICA Act proposal for a trust funded Rail Service Improvement Program that includes grants for high-speed passenger rail, positive train control (PTC) compliance, and highway-rail grade crossing improvements.

California also supports Congressional efforts to reform the Railroad Rehabilitation and Improvement Financing (RRIF) program to make it more accessible to borrowers, and to make PTC implementation

eligible for the program. California also supports Congressional efforts to provide federal grant funding for PTC implementation by both Amtrak and commuter railroads.

California supports Congressional efforts to require Amtrak to provide timely information and greater transparency into revenues and costs related to state supported rail corridors so that states can effectively manage services and verify proper implementation of PRIIA Section 209 requirements.

Congress must also provide adequate funding of Amtrak's long distance train service, which provides an important transportation alternative in and between rural communities often not served by other intercity transportation options.

Congress must also increase the federal commitment for highway-rail grade crossing safety.

Public Transportation

In recent years, California has also made significant investments in public transportation to address sustainability, economic (e.g., access to employment) and social (e.g., providing a safety net for those that cannot drive) policy objectives. From 1991 to 2010, miles traveled on all public transportation modes in California increased 141 percent, and in 2012, California public transportation providers served 1.27 billion trips. Moreover, by 2050, changing demographics are expected to dramatically expand California's "transit-dependent" population of individuals below driving age and the elderly who often rely on paratransit.

At the same time, the U.S. DOT estimates that public transportation faces an $86 billion backlog of critical infrastructure maintenance and repair needs nationwide. The California Transportation Commission's *Statewide Transportation System Needs Assessment* and *California Unmet Transit Funding FY 2011-FY2020 Needs* report identified a 10-year unmet operating and maintenance gap $22.2 billion and a capital gap of $42.1 billion for California transit.

The U.S. DOT's GROW AMERICA Act proposal includes a 70 percent increase in federal funding for transit programs. California urges Congress to significantly increase federal investment in transit programs to maintain the current system in a state of good repair and help the state meet its sustainability, economic and social objectives.

Traditionally, about 80 percent of the funding for the federal public transportation program has come from the mass transit account of the Highway Trust Fund, and Congress must continue funding public transportation from the Highway Trust Fund. Additionally, Congress should restore funding for Bus and Bus Facilities program to pre-MAP-21 levels and include a transparent and efficient discretionary element as recommended by APTA.

Right-of-Way Reform

California also encourages Congress to review current federal statutory and regulatory requirements imposed on Federal-aid and Interstate right-of ways. Modest policy reforms in this area would foster greater partnership between state, local and other public agencies to establish more sustainable

communities, and facilitate additional private sector transportation investment including P3 arrangements to accelerate the deployment of "green" technology infrastructure.

For example, California is a leader of technological innovation, including environmentally-friendly "green" technologies. As such, California has adopted a policy of encouraging the development and success of zero-emission vehicles, achieving a zero-emission vehicle infrastructure that will support up to one million vehicles by 2020, and promoting private sector investment in zero-emission vehicle infrastructure (Executive Order B-16-2012).

In furtherance of these objectives, Caltrans believes that there are significant opportunities (both in California and nationally) for P3 arrangements with the private sector to deploy zero-emission vehicle infrastructure at Safety Rest Areas and Park-and-Ride facilities along Interstate and Federal-aid highways. However, current federal restrictions on commercial activity along Interstate right-of-ways (23 U.S.C. § 111), and fees that can be charged at facilities on Federal-aid highway right-of-ways (23 U.S.C. § 137), may inhibit these opportunities. California urges Congress to provide the flexibility needed to encourage private investment in zero-emission vehicle infrastructure and facilitate its successful deployment along Interstate and Federal-aid highways.

Additionally, Park-and-Ride facilities are integral parts of a multimodal transportation system. These facilities enhance the livability and sustainability of communities by supporting transit, carpools and vanpools. In many instances, California MPOs and local and public agencies have expressed interest in taking over Caltrans-owned Park-and-Ride facilities located along Federal-aid routes. Pursuant to Caltrans' relinquishment of these facilities, these agencies plan to make capital improvements, integrate them fully into the regional transit systems, and in some cases, construct Transit-Oriented Developments around them.

However, current federal regulations (23 CFR § 620 Subpart B) do not permit Caltrans to relinquish Park-and-Ride facilities to another agency. Congress should facilitate local investment in public transportation facilities and promote transit usage by providing greater regulatory flexibility for Federal-aid right-of-way relinquishment transactions.

HOV Access and Degradation

Current federal law (23 USC § 166) authorizes state or local governments to allow low emission, energy-efficient vehicles and toll-paying vehicles to access High Occupancy Vehicle (HOV) lanes without meeting occupancy requirements. This is a powerful tool for managing congestion and promoting important public policy objectives. California allows HOV lane access to low emission and energy-efficient vehicles to incentivize their use and promote the state's sustainability and climate preparedness objectives.

Federal law also requires state and local governments using this authority to monitor their HOV lanes and ensure that performance has not been degraded. An HOV lane is considered degraded if it fails to maintain a minimum average operating speed of 45 mph 90 percent of the time over a consecutive 180-day period during morning or evening weekday peak hour periods.

The most recent data indicates that almost 60 percent of California's HOV network is degraded under the current federal HOV degradation standard. If an HOV lane is degraded, the state or local operating agency must take steps to bring the facility back into federal compliance – such as disallowing HOV access to low emission and energy-efficient vehicles.

The current federal HOV degradation standard is too stringent, and could unnecessarily limit California's ability to use HOV access to promote green technologies. California urges Congress to revise the HOV degradation standard, and provide more flexibility for state and local agencies to comply. This would greatly reduce the number of California facilities that are out of compliance, and facilitate the continued use of HOV lane access to encourage the purchase and use of low emission and energy-efficient vehicles.

Transportation Alternatives Program

California supports an overall increase in federal transportation spending, including a proportional increase in funding for transportation alternatives. The federal Transportation Alternatives Program (TAP) provides funding for important programs and projects, including, but not limited to, on-road and off-road pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. TAP funding supports California's consolidated Active Transportation Program, which furthers the state's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians.

Streamlining Planning, Programs and Project Delivery

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

Moreover, environmental mitigation is a component of many transportation projects. "Advance mitigation" is a compensatory environmental investment that takes place prior to the environmental review and permitting of one or more transportation projects. Advance mitigation allows for more efficient project approvals than project-by-project mitigation, where mitigation options are often sought near the end of the environmental review process. Federal policy should encourage and incentivize advance mitigation opportunities for transportation infrastructure projects because they accelerate project delivery and increase the quality of mitigation efforts. Caltrans and the California High-Speed Rail Authority are currently coordinating on potential opportunities to partner on advance mitigation efforts.

Therefore, California supports an overall increase in federal transportation spending, including funding that can be applied to advance mitigation for transportation projects. Further, Congress should authorize a federal interagency effort to provide technical assistance and identify funding opportunities, or innovative financing techniques, for large-scale advance mitigation programs.

Performance Measures

California supported the inclusion of performance measure requirements in MAP-21 and the policy of improving Federal-aid project decision making through performance-based planning and programming.

We believe performance-based decision making and performance measures are key tools for improving safety and making efficient and cost-effective investments.

In 2014, Caltrans submitted comments for four of the U.S. DOT MAP-21 performance measure rulemakings. Although these federal rulemakings have not yet been finalized, Caltrans will continue to proactively work with California transportation stakeholders to successfully implement these new performance requirements. Congress should allow these performance measure rulemakings to run their course, and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has been already done.

Additionally, Congress should provide funding for training, tools and data collection related to performance monitoring.

Tribal Transportation

California supports the underlying principles represented in the Tribal Transportation Unity Act, which include easing the transfer of federal aid funds for tribal transportation projects, improving Bureau of Indian Affairs (BIA) Right of Way management, and improving the speed and efficiency in getting emergency relief funding to tribes. California supports an overall increase in federal transportation spending, including an increase in funding for the Tribal Transportation Program.

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Help save water!

January 15, 2015

METROPOLITAN PLANNINNG ORGANIZATIONS AND REGIONAL TRANSPORTATION PLANNING AGENCY EXECUTIVE DIRECTORS:

The California Department of Transportation (Caltrans) is committed to integrate complete streets into the transportation system. We have developed the *Complete Streets Implementation Action Plan 2.0* and the Complete Streets Brochure and are enclosing copies for your reference. The Action Plan contains 109 action items that will continue integrating complete streets into all Caltrans functions and processes at both headquarters and the districts. The brochure provides a quick overview about complete streets at Caltrans, which can be referenced when developing projects and collaborating with Caltrans.

As our partners, we anticipate these documents will be useful to regional and local agencies in developing the best context sensitive solution for multi-modal transportation improvements across the State. Both documents are online at the Caltrans complete streets website: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html .

If you have any questions or need additional hard copies, please contact your Caltrans Deputy District Director for Planning or Ann Mahaney in Caltrans Headquarters, Office of Sustainable Community Planning at (916) 653-4097.

Sincerely,

Katie Benouar

KATIE BENOUAR, Chief
Division of Transportation Planning

Enclosures:
(1) Complete Streets Implementation Action Plan 2.0
(2) Complete Streets Brochure

c: Deputy District Directors for Planning

STAFF REPORT

Subject: Operating Statistics October - December 2014

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 178,431 passenger trips in Mono County between October 1 and December 31, 2014. The passenger trips per hour were 22.69, which is an increase from 21.41 passengers per hour from the previous fiscal year.

Eastern Sierra Transit received $50,448.00 in passenger fares during the second quarter of FY 2014-15. The average passenger fare was $0.28. When the fixed routes within the Town of Mammoth are excluded from the calculation, the average fare per trip was $9.97 and the corresponding farebox ratio was 29.41%.

Farebox Comparison

Route	Oct - Dec 2014	Oct - Dec 2013	% Change
Mammoth Express	16.54%	19.30%	-2.76%
Walker (total)	7.00%	7.08%	-0.08%
Benton to Bishop	24.25%	5.62%	18.63%
June Lake	62.32%	61.86%	0.47%
Mammoth DAR	8.53%	10.77%	-2.23%
Reno	21.14%	17.92%	3.21%
Lancaster	26.09%	25.43%	0.66%

Ridership compared to the previous fiscal year was up, with the current year having 3,483 more riders. The bulk of the gain was on the MMSA and Trolley routes. The Benton-to-Bishop, Purple Line and 395 Route to Lancaster also show gains.

Ridership Comparison

Route	OCT-DEC 2014	OCT-DEC 2013	Variance	% Change
Mammoth Express	665	738	-73	-9.9%
Walker (total)	547	554	-7	-1.3%
Benton to Bishop	256	74	182	245.9%
Gray	10,475	10,968	-493	-4.5%
Purple	23,549	22,759	790	3.5%
Trolley	34,840	33,391	1449	4.3%
Mammoth DAR	775	1,023	-248	-24.2%
Reno	1,012	1,061	-49	-4.6%
Lancaster	1,175	1,097	78	7.1%
MMSA	104,249	102,657	1592	1.6%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. Many of the routes met or exceeded the standards set by the Short-Range Transit Plan (SRTP). Both of the dial-a-ride routes (Mammoth and Walker) as well as the Gray Line fell somewhat short of the SRTP standard.

Passenger per Hour Comparison

Route	OCT-DEC, 2014	OCT-DEC, 2013	% Change	SRTP Standard
Mammoth Express	3.50	3.82	-8.3%	2.5 – 3.5
Walker (total)	1.25	1.20	4.1%	2.5 – 3.5
Benton to Bishop	4.91	0.94	420.4%	2.5 – 3.5
Gray	10.37	10.73	-3.4%	18 - 20
Purple	23.32	22.50	3.6%	18 - 20
Trolley	26.47	25.52	3.7%	18 - 20
June Lake	12.16	8.32	46.2%	2.5 – 3.5
Mammoth DAR	1.46	1.74	-16.1%	3 – 5
Reno	1.58	1.58	0.4%	2.5 – 3.5
Lancaster	2.74	2.69	1.8%	2.5 – 3.5
MMSA	47.87	43.57	9.9%	18 - 20

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI	Farebox
OCT-DEC, 2014																		
Mammoth Express	$3,570.15	486	87	27	1	26	38	665	262	190	8,603	8,302	5.37	.43	3.50	45.3	0.08	16.54%
Walker (total)	$1,972.60	58	153	275	0	61	0	547	474	436	4,606	3,475	3.61	.57	1.25	10.6	0.16	7.00%
Benton to Bishop	$1,032.25	120	17	39	0	5	75	256	100	52	3,855	1,923	4.03	.54	4.91	73.9	0.13	24.25%
Gray	$0.00	6115	0	0	0	4360	0	10475	1032	1010	18946	18640	.00	.00	10.37	18.8	0.56	
Purple	$0.00	16,703	0	4	0	6,842	0	23,549	1,030	1,010	12,241	11,914	.00	.00	23.32	12.1	1.98	
Trolley	$0.00	29,848	0	18	0	4,974	0	34,840	1,377	1,316	19,813	19,030	.00	.00	26.47	15.1	1.83	
June Lake	$5,170.50	887	0	0	0	1	0	888	87	73	2,265	2,038	5.82	2.54	12.16	31.0	0.44	62.32%
Mammoth DAR	$1,992.00	402	59	225	4	16	69	775	538	530	3,046	2,806	2.57	.71	1.46	5.7	0.28	8.53%
Reno	$19,798.25	684	176	91	3	44	14	1,012	724	640	28,868	27,012	19.56	.73	1.58	45.1	0.04	21.14%
Lancaster	$16,912.25	793	172	134	11	28	37	1,175	487	429	20,289	19,915	14.39	.85	2.74	47.3	0.06	26.09%
MMSA	$0.00	90,831	0	34	0	13,384	0	104,249	2,293	2,178	28,817	27,149	.00	.00	47.87	13.2	3.84	
Total	$50,448.00	146,927	664	847	19	29,741	233	178,431	8,403	7,865	151,349	142,204	.28	.35	22.69	19.2	1.25	29.41%
OCT-DEC, 2013																		
Mammoth Express	$4,238.00	568	73	32	1	19	45	738	273	193	8,931	8,637	5.74	.49	3.82	46.2	0.09	19.30%
Walker (total)	$2,102.25	70	331	136	0	0	17	554	499	460	5,055	3,903	3.79	.54	1.20	11.0	0.14	7.08%
Benton to Bishop	$360.10	21	42	3	0	0	8	74	85	78	2,352	2,267	4.87	.16	.94	30.0	0.03	5.62%
Gray	$0.00	6,147	0	0	0	4,821	0	10,968	1,038	1,022	18,452	18,148	.00	.00	10.73	18.1	0.60	
Purple	$0.00	15,873	0	0	0	6,886	0	22,759	1,029	1,012	12,152	11,808	.00	.00	22.50	12.0	1.93	
Trolley	$0.00	28,927	0	8	0	4,456	0	33,391	1,370	1,308	19,868	19,037	.00	.00	25.52	15.2	1.75	
June Lake	$5,290.00	626	0	0	0	0	0	626	89	75	2,143	1,976	8.45	2.68	8.32	28.5	0.32	61.86%
Mammoth DAR	$2,782.40	431	22	540	0	9	21	1,023	598	587	3,168	2,924	2.72	.95	1.74	5.4	0.35	10.77%
Reno	$17,673.75	714	168	119	6	41	13	1,061	742	673	29,125	28,066	16.66	.63	1.58	43.2	0.04	17.92%
Lancaster	$15,663.50	777	127	126	10	23	34	1,097	473	408	19,276	18,949	14.28	.83	2.69	47.3	0.06	25.43%
MMSA	$0.00	90,978	0	24	0	11,655	0	102,657	2,475	2,356	32,094	30,283	.00	.00	43.57	13.6	3.39	
Total	$48,110.00	145,132	763	988	17	27,910	138	174,948	8,670	8,173	152,616	145,998	.27	.33	21.41	18.7	1.20	26.28%

Yosemite National Park News

Yosemite Advisory | For Immediate Release

Yosemite National Park Announces Entrance and Campground Fee Increases

New Fees Structure Increases to be Implemented on March 1, 2015

Yosemite National Park announces entrance fees and campground fees will increase beginning March 1, 2015. The new fee structure includes modifications to the October 2014 draft proposal based on public input.

During the civic engagement period, the park received 2,430 e-mails in response to the proposal, 1,222 comments on the park's Facebook page, and 16 mailed letters. Input received from the public during civic engagement led to significant changes to the park's fee increase proposal.

"We want to thank all the members of the public that submitted input. Based on the public comments received, the park was able to make some important modifications to the final proposal," stated Don Neubacher, Yosemite National Park Superintendent. "The fee increases proposed will help the park keep up with inflation."

To respond to public input, Yosemite National Park will introduce a lower seasonal rate for the seven-day vehicle entrance pass. The lower rate of $25 will be available January through March and November through December. Yosemite National Park will also phase the implementation of the motorcycle entrance fee. Currently, motorcyclists entering the park are assessed $10 per individual. The park amended the initial proposal of $25 per motorcycle to $15 per motorcycle in 2015 and $20 per motorcycle in 2016. In regard to camping fees, the basic rates were only increased approximately 20%.

"With additional entrance fees, we will be able to complete some critical projects in the next few years that benefit park visitors," stated Randy Fong, Division Chief of Project Management. "We want everyone to know that 80% of the revenue stays here in Yosemite National Park to make these projects a reality. Without the funding, the projects will simply not get implemented."

Fee projects planned for the future include restoration projects in Tuolumne Meadows and along the Merced River in Yosemite Valley, improved parking, wayfinding, and traffic flow for park visitors, rehabilitation of popular trails including the John Muir Trail and the Mist Trail, an improved emergency communication data network, restroom improvements, and expanded educational youth programs. Additionally, funding will be designated to expand campsites at popular Yosemite Valley campgrounds, such as Camp 4 and Upper Pines.

The last entrance fee increase in Yosemite National Park occurred in 1997 when fees were raised from $5 to $20 for private vehicles. The new proposed increase will make Yosemite entrance fees comparable to the cost

Canyon, and Zion National Parks. In addition, the fee increases will help the park keep up with inflation. It takes $29 today to buy something in 1997 for $20.

Yosemite National Park is a strong economic engine for the region and local communities. Yosemite National Park generates $373 million in economic benefit to the local region and directly supports over 5,000 jobs. Previous fee increases have had no effect on visitation levels. This fee increase is part of a larger National Park Service initiative to standardize fees in similar national parks across the country.

A summary of the fee increase for all the fee categories follows. The single vehicle entrance fee will raise from $20 per vehicle to $25 per vehicle for the month of March 2015, then to $30 per vehicle starting in April through October 2015. The new vehicle entrance fee is good for a seven day visit to Yosemite National Park. In November 2015, the vehicle entrance fee will decrease to $25 per vehicle. The park will implement low-season entrance fees of $25 per vehicle for the months of November through March in 2015 and 2016. High season, April through October, entrance fees will be $30 per vehicle in 2015 and 2016.

The park's annual pass will increase from $40 to $60, also on March 1. Currently, motorcycles are charged the $10 per individual rate. The new fee changes will include a flat rate per motorcycle of $15. Implementation of the new motorcycle entrance fee will be phased over the next several years. The rate will change to $15 per motorcycle on March 1, 2015. The rate will adjust to $20 per motorcycle in 2016. Interagency Passes, which are honored at all federally managed land units, are not affected by the proposed fee increase and will remain at $80 for the regular pass, $10 for the Senior Pass and free for the Access and Military passes. Fees for commercial buses are also not affected by these changes.

Campground fees, which have been in place since 2006, will also increase on March 1, 2015. Camping fees currently range from $5 per night to $20 per night for family sites and $40 per night for group sites. The fee increase will change the rates from $6per night to $26 per night for family sites and $50per night for group sites. Campsite reservations can be made up to five months in advance. Campsites requiring reservations will see the increase in camping fees starting on February 15, 2015, for reservations between June 15 and July 14, 2015. However, all first-come, first-served campground fees will increase on March 1.

For a schedule of the fee increase implementation, please see the table below.

Type of Fee	Effective 3/1/2015	Effective 1/1/2016
Per Vehicle Entrance, 7-day pass	March $25	January - March $25

	November - December $25	November - December $25
Individual Entrance	$15	
Motorcycle Entrance	$15 per motorcycle	$20 per motorcycle
Yosemite National Park Annual Pass	$60	
Family/Group Reservation Campsites	Range: $26 - $50	
First-Come, First-Serve Available Campsites	Range: $6 -$18	

Media Contacts:

Scott Gediman 209-372-0248

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This message is sent to you by Yosemite Gateway Partners on behalf of Yosemite National Park. Please share the information with other people in your community

Mono County
Local Transportation Commission

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January 29, 2015

BY E-MAIL AND US MAIL

Morgan Malley, Transportation Planner
Ventral Federal Land Highway Division
12300 West Dakota Ave, Suite 380B
Lakewood, CO 80228
Morgan.malley@dot.ca.gov

RE: California Access Program Project
Town of Mammoth Lakes Application
Lake George Reconstruction and Pedestrian Access Project

Dear Ms. Malley:

The purpose of this letter is to lend support for the Town of Mammoth Lakes application to the California Access Program Project for improvements around Lake George Road, to include the construction of parking areas, a multi-use path described as the Lake George Connector, and the complete rehabilitation of Lake George Road. The proposed project is consistent with the Mono County Regional Transportation Plan and with past actions of the Mono County Local Transportation Commission, including past funding allocations for regional trail improvements for the Lakes Basin, a major regional recreation resource and attraction for Mono County.

Your favorable consideration of the Town's application for a California Access Program Project to construct the aforementioned improvements is appreciated. We look forward to this important public access project for Mono County and the Town of Mammoth Lakes.

Sincerely,

Scott Burns
Executive Director

CC: Grady Dutton, Town Public Works Director