

# Mono County Local Transportation Commission

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## SPECIAL MEETING DRAFT MINUTES

November 18, 2019

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**COUNTY COMMISSIONERS:** Jennifer Kreitz, John Peters, Fred Stump  
**TOWN COMMISSIONERS:** Sandy Hogan, Lynda Salcido, John Wentworth  
**COUNTY STAFF:** Gerry Le Francois, Garrett Higerd, CD Ritter  
**TOWN STAFF:** Haislip Hayes  
**CALTRANS:** Brian Heckman, Austin West, Randi Chegwidan  
**ESTA:** Phil Moores  
**PUBLIC:** Don Condon, Lynn Boulton, Matthew Paruolo, Wendi Grasseschi, Rhonda Duggan

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:01 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT:** Lynn Boulton: New EV next year with AWD (All-Wheel Drive), winterized, good clearance. Distributed handout of new options. California wants 5 million EVs on road by 2030. Bishop will have three fast-chargers: Caltrans, Vons, Tesla. EVs can get to Bishop, but not charge in Mammoth. Talked to Town about level 2 at Park-and-Ride. Use TBID or TOT funds to add amenity for visitors and residents. Businesses or Mammoth Lakes Tourism consider installing stations.

Stump: Not buy Chinese cars due to concentration camps and suppression.

Don Condon acknowledged repetitive appearances to get point across. Tahoe/Truckee have 35 chargers. Mammoth has zero. Need to plan for what's coming.

Wentworth: Electronic copy, please.

### 3. MINUTES

**MOTION:** Approve minutes of October 7, 2019, as amended: Public comment: Expect ~~33~~ 5 million EVs... (Kreitz/Salcido. Ayes: 6-0.)

4. **CALTRANS:** Mark Heckman sat in for Brent Green and Ryan Dermody of Caltrans. Origin/Destination (OD) study every 10 years, last in 2011. Looking at cell signals, two data sets (February and July). Headquarters noticing deficiencies in bike lanes, pedestrian facilities. Draft report by next summer. Sustainable Communities grant deadline passed. Sent to headquarters last week three applications -- June Lake Down Canyon, Bishop Paiutes, and ESTA.

No cell signals on US 6.

Heckman: See ping before it disappears, comes out elsewhere. Areas that see more than 100 visitors/day. Creating nodes. MMSA, Devils Postpile, Town, Old Mammoth. Find where people are going. No cell pings from foreigners. Looking at locals and visitors.

Stump: Visited new industrial facility outside Reno (size, number of facilities, data storage), impact over time. Will get hammered by truck traffic. Truly amazing 160,000 acres to be developed. East of Sparks. Tahoe/Reno Industrial Park.

What happens with OD study? Heckman: Looking for places to improve. Inventory to identify needs to roll into future projects

Kreitz: Hard biking north of Lee Vining, no shoulder on southbound side.

Peters: Speed differentials south of SR 108.

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### COMMISSIONERS

Jennifer Kreitz Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

Wentworth: Met with Brent Green Friday. See scoping docs for studies? *Heckman: Mono and Inyo invited to Technical Advisory Committee.*

Wentworth: Connect state and federal infrastructure data. Cell pings or GPS? *Heckman: Sacramento gave \$350,000. Not sure what data retrieving from phones.*

Hayes: Add funding for Town's traffic model. Tracking by candy crush. Partner Caltrans and Town.

Wentworth: Get data resources to make decisions.

Hogan: International a big deal for Mono.

Peters: Purpose to collect unique visitor info: people or vehicles? 40% European travelers in summer. Not just one cell phone in each vehicle.

Heckman: Hired subcontractor to figure out redundant pings, etc. People/car figure. In 2011 stopped/interviewed. Ask about rental cars. Data to LTC 2020 or 2021.

## 5. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** Phil Moores, here one year now, presented annual report. Passengers/hour increased as did farebox. Little nicks and dings in winter. SRT (Short-Range Transit) plan next year, five-yr required for federal funding. SRT projects into future on how to spend resources, plan services. Coordinated human services plan combined for less red tape, with SRT. Looking for duplicated services. Negotiating new contract with drivers and dispatchers, lifting up lower end of work force. ESTA Board meets Dec. 13. Everyone will get something. Complexity and responsibility of drivers. Ski pass tax considered, some contention. Met with Hayes at bus yard on another bay for parks/recreation, Town more bays, pay for tools, Town huge investment in roof, heating. ESTA vehicles needed preventive maintenance schedule, fluid change. Vehicles aging, need better care. Trolleys being replaced. How to electrify fleet? Batteries and electricity not ultimate answer for zero emissions. Europe uses hydrogen. Shying away due to delivery expense, building a plant, maybe sell what not use.

Stuff-a-Bus event in Bishop is transit staple. Publicized, bring foodstuffs for Salvation Army pantry. Would like one in Mammoth. Kmart closing in February. ESTA budget stable. Slight decline in ridership in September over 2018. Normal fluctuations. Fares increased. One minor accident. Bishop DAR wait times under 30 minutes. Writing strategic business plan for LTC review.

How Old Mammoth Road going? *Moores: Town Council and ESTA voted to discontinue service. Would require more buses.*

*Moores: Paratransit service vs public. Van available to disabled who can't use regular bus. Public DAR not overcrowded, so no qualification required.*

Wentworth: See Bobby McGee at Grocery Outlet for Stuff-a-Bus. Standing meeting with Mammoth Resorts? *Moores: No.* Wentworth: Met last week on standing meeting with MMSA. *Salcido: On agenda Wednesday night.*

*Stump: Mono used to have regular meetings with MMSA, fell apart last two years.*

Wentworth: Mammoth Resorts becoming increasingly regional player, so contact Inyo County as well. *Moores: MMSA understands importance of relationship/partnership.*

*Stump: Heating facility? Look at biomass in Bridgeport shop, using local biomass product chipped to heat shop-scale building.*

Wentworth: Big fuels-reduction project at Lakes Basin, larger in Mammoth area.

## B. Yosemite Area Regional Transportation System (YARTS)

**1. YARTS 2020 holidays & free days:** Gerry Le Francois noted October had lots of riders. At December or January meeting find way to regularly schedule October service by operations manager Cindy Kelly.

Hogan: Mono's \$35,000/yr far greater than other counties. Our LTC should not attempt to fund whole \$19,000 for extending season.

Kreitz: Eight free days mostly on other side. Contribute but not get usage.

Hogan: Actually, contribute higher percentage than other counties. Tuolumne has had 12-year free ride. Supervisor Stacy Corless working with YARTS.

--- BREAK: 10:38-10:48 a.m.---

## 6. LOCAL TRANSPORTATION

**A. 2020 RTIP:** Gerry Le Francois noted \$3.5 million available for programming. First four years just over \$1 million to program, last year get balance. Full availability is ~\$6.5 million. Sometimes money gets programmed elsewhere. California Economic summit in Fresno, Governor Newsom's speech on Regions Rise Together. Attend meeting in February. Olancho/Cartago funded, Freeman Gulch 2 minimal funding, Freeman Gulch 3 unfunded. Conway Passing lanes: District 9 working on. Look at MOUs, expiration coming. Unsure what to

expect from Kern County. Purchased buses, trolleys for ESTA. No new rolling stock in this cycle. About \$6.5 million to program. New cycle in December 2021.

Antelope Valley streets? *Higerd: Proposing. Maybe a year later. Looking at Crowley Lake streets cost.*

Peters: Utilize contractor already involved. *Higerd: Strategizing.*

Peters: Larson Lane, dump road. *Higerd: Eastside Lane ready in spring.*

Stump: 2016 STIP cycle was washout. Airport road rehabilitation proposed in 2014 got pushed back. Get projects on list so eventually happen. Rehab? *Higerd: Minor change to intersection.*

Stump: Support emergency operations, firefighting. Make sure road is available.

Town projects in pipeline? Hayes: Ten projects being assessed, to Town Council. Rehab, new sidewalks, transit improvements.

All districts in town? Stump: Hayes/Higerd to meet at Crowley Lake Store.

**B. Tioga Pass letter:** Tony Dublino prepared letter on Tioga Pass opening.

**MOTION:** Approve letter on Tioga Pass opening. (*Hogan/Kreitz. Ayes: 6-0.*)

**C. Bike route support letter:** Gerry Le Francois noted tie-in to District 9's ATP (Active Transportation Plan). Originally proposed over Tioga Pass, Park not in favor. Encouraged to go through June Lake, Mammoth Scenic Loop, ultimately over Walker Pass.

Crowley Lake Drive to Tom's Place? *Old highway turns into USFS road. Social trails. Listed as potential project now.*

Paruolo: Interested in connectivity from Tom's Place to Lower Rock Creek. *Wentworth: Who would do this?* Le Francois: Federal designation

Heckman: California stance is to not provide money, avoid liability. Every municipality touched must endorse. Some states have done this.

Heckman: Tahoe and Truckee signed support letters, not know Modoc, Placer, Lassen. "Support" does not obligate manpower, funds. San Diego District 11 scenic route is on US 5 freeway. Farthest along on bike route designation.

**MOTION:** Approve support letter for US bike route along US 395 (*Wentworth/Peters. Ayes: 6-0.*)

**D. Draft 2019 RTP (Regional Transportation Plan):** Gerry Le Francois noted Hailey Lang moved on from Mono County. RTP is tied to Housing Element update. Propose to adopt at Dec. 9 meeting. RTP serves as General Plan's Circulation Element.

Next amendment? *Greater environmental review at future date. Make amendment with Addendum.*

Minor amendments? *No major policy revisions that would trigger CEQA component. Changed some performance measures to comply with FHWA (Federal Highway Administration) requirements.*

Kreitz: Headings in Ch. 2 and Ch. 3 off. Funding sources?

Suggestion: Spend Dec. 9 going through proposed changes. Adopt that day? Peters: With amendments.

Kreitz: Spent hours reviewing. Who made changes is unknown.

Stump: Kreitz to work independently with Le Francois.

Wentworth: Track-change doc so people can comment. *Red text shows staff changes.*

Kreitz: Worked with Hailey Lang and IT for track changes.

Salcido: Send Word doc to all commissioners.

7. **ADMINISTRATION:** No items

8. **COMMISSIONER REPORTS:** **Hogan, Peters:** None. **Kreitz:** CA Coalition for Rural Housing on transportation funding tied to housing. Impacting poor jurisdictions. Yosemite Superintendent Mike Reynolds to work in Denver on regional issues. Bummed to leave Yosemite. Lateral move: More responsibility, prestige. Massive construction in Tuolumne next year. **Wentworth:** CA Economic Summit. Scott Wiener there as well. Make sure locate jobs where housing is available. Commend Town and LTC Main Street entrance. Significant change. Walk/Bike/Ride plan is framework for changes by Alterra. **Wentworth:** Change culture of MMSA/Town interactions. Mono needs involvement. BOS chair automatically involved. Authority now located in Denver. **Salcido:** Sidewalk cutting two weeks ago, meaningful moment in recognition of Jennifer Shedden, who perished in climbing accident on Red Slate mountain. Sidewalks are amazing. **Stump:** Disappointed in Caltrans agency's downplaying of impact of Sparks industrial facility on Hwy 6, not even passing lanes. Truly substantial impact. Thanked Caltrans for crossing by post office, pedestrian access. **Wentworth:** Extend invite to NDOT (Nevada Department of Transportation) to find out plans in Nevada. **Heckman:** NDOT involved in freight study, focused on Reno not on freight study. **Stump:** Invite in spring for 395/6/14 corridor.

9. **QUARTERLY REPORTS**

A. **Town of Mammoth Lakes:** Haislip Hayes emphasized Main Street sidewalks. Connectivity all way to Village. Up to eight phases.

B. **Mono County:** Garrett Higerd reported: 1) Thin overlay on South Landing Road from 395 to Crowley Lake Drive; 2) Benton Crossing Road chip seal from green church toward land fill (cyclist feedback led to shoulder sweeping), no chips on shoulders, see how material responds to truck traffic and snow removal. (Other option: slurry seal atop; communicate with cyclists about vibration for baseline to determine what's next. Cost of chip seal vs full-depth reclamation model at \$1 million/mile, chip seal extends life of road at 25% of cost; 3) Mono City slurry seal; 4) full-depth on Hackney Drive in Walker dressed up area; 5) Eastside Lane under contract; 6) Long Valley streets and Antelope Valley streets projects; and 7) bridge asset inventory updated, deliverables from consultant on 53 structures across Mono (bridges, culverts).

Stump: Problem on Airport Road is huge lateral cracking. Writing specifications to prevent in future? Higerd: Higher quality asphalt designs. Riding on coattails of Caltrans, much more stabilized. Great initial look did not hold up. Some other roads have that inferior asphalt. Preservation techniques used (crack sealing, slurry seal, chip seal).

Peters: Community appreciates Hackney. Circular patches of dirt? *Higerd: Plan was for rocks to be landscape features at entrance to senior center. Also low-impact development storm water basins to help with drainage.*

**--- Commissioner Peters departed at 12:11 pm ---**

C. **Caltrans:** Austin West noted projects closing out season. Brian McElwain retired, new person as future contact. Long Valley wildlife crossing team met, looking for funding sources.

Stump: Lumpy pavement on Chalfant turn lanes intentional? Decrease speed limit? Lost friend T-boned by truck traveling 70 mph.

Heckman: Future quarterly reports will be online.

10. **INFORMATIONAL:** No items

11. **UPCOMING AGENDA ITEMS:** 1) Adopt Regional Transportation Plan (RTP); 2) Adopt 2020 Regional Transportation Improvement Program (RTIP); 3) YARTS request for additional funding; and defer admin and commissioner reports to allow time for RTP and RTIP.

12. **ADJOURN** at 12:17 pm to December 9, 2019

*Prepared by CD Ritter, LTC clerk*

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## LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** December 9, 2019

**FROM:** Gerry Le Francois, Co-Executive Director

**SUBJECT:** 2020 Regional Transportation Improvement Program (RTIP) adoption

### RECOMMENDATIONS

Receive staff report, open the public hearing, consider adoption of R19-010 approving the 2020 Regional Transportation Improvement Program, and allow staff to make any technical corrections in response from local or State staff.

### FISCAL IMPLICATIONS

The RTIP funds local and regional transportation projects in Mono County

### ENVIRONMENTAL COMPLIANCE

All RTIP/STIP projects require future environmental compliance as a condition of project funding allocation

### RTP / RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan (RTP). The two new projects, Eastside Lane phase 2 rehabilitation (Mono County), and Local Streets & Road Rehabilitation (TOML), are consistent with the current and proposed RTP. An example is Chapter 3, Regional Policy Element:

**Policy 1.C.** Plan and implement a transportation and circulation system that supports the county Land

Use objectives of concentrating development in community areas.

**Objective 1.C.1.** Accommodate future circulation and transit demand by using existing facilities more

efficiently, or improving and expanding them before building new facilities

**Objective 1.C.2.** As transportation funding and maintenance dollars continues to be flat (or negative),

consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

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

### DISCUSSION

The STIP occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. The CTC Fund Estimate has restricted programming in the beginning of this new five-year cycle. Complete programming amounts are available only in the last year of the five-year cycle, fiscal year 2024-25.

<b>Timeline for 2020 STIP</b>	<b>Date</b>
Mono County LTC submits adopted Regional Transportation Improvement Program (RTIP)	December 15, 2015
CTC South State hearing	February 6, 2020
CTC adopts RTIPs / STIP	By April 1, 2020

**ATTACHMENTS**

- 2020 RTIP spreadsheet
- Resolution R19-010

**RESOLUTION R19-010**  
**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION**  
**ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

**WHEREAS**, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

**WHEREAS**, prior projects have been developed in accordance with the guidelines established by the California Transportation Commission, the Regional Transportation Plan, and the input of Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

**WHEREAS**, the two new local projects are identified in the 2020 Regional Transportation Improvement Program are the Eastside Lane Rehabilitation phase 2 (Mono County) and Local Streets and Roads Rehabilitation project (Town of Mammoth Lakes) and have been developed with the 2020 STIP guidelines; and

**WHEREAS**, the projects identified in the 2020 Regional Transportation Improvement Program are consistent with the 2019 Regional Transportation Plan update; and

**WHEREAS**, the adoption of the Regional Transportation Improvement Program is exempt from the California Environmental Quality Act (CEQA) PRC § 21080 (b) (13).

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission hereby adopts the 2020 Regional Transportation Improvement Program.

**PASSED AND ADOPTED** this 9th day of December 2019, by the following vote:

- Ayes:
- Noes:
- Abstains:
- Absent:

\_\_\_\_\_  
Fred Stump, Chair  
Mono County Local Transportation Commission

Approved as to form:

ATTEST:

\_\_\_\_\_  
Christine Milovich, Assistant County Counsel

\_\_\_\_\_  
CD Ritter, Secretary

<b>MONO 2020 RTIP (Adopted December 9, 2019)</b>																
(\$1,000's)																
FY Totals																
Component Totals																
Agency	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	ROW	Const	PA & ED	PS & E	R/W sup	Con sup
Mono LTC		2003	Planning Programming and Monitoring <b>(110k in new PPM)</b>	380	0	135	135	<b>110</b>				<b>380</b>				
Mono County	loc	2603	Airport Rd Rehab	1,566	166	1,400					0	1,400	31	135	0	0
Mono County	loc	2605	Eastside Lane, Phase 1, rehab (\$550 incr at vote)	1,650	1,650							1,650				
Mono County	loc	2656	Long Valley Streets Rehab	2,550	300	2,250					0	2,250	100	200	0	0
Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (Inyo amount of 130k in design ), segment 2	620		620								620		
<b>unfunded</b>	Caltrans	14	8042C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3												
	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)		500	500					500				
	Caltrans	395	170	Olancha-Cartago 4-lane expressway - total needed 10.94m (+ 1,250 above 10% MOU for const)	10,545	4,498		10,545			2,480	9,560	937	731	350	985
	Caltrans	395	8539	Kern, Inyokern 4-lane (10%)	310	310							310			
<b>new</b>	Mammoth Lakes	loc	xxx	Local streets & road rehabilitation	<b>2,700</b>		<b>2,700</b>					<b>2,700</b>				
<b>new</b>	Mono County	loc	xxx	Eastside Lane phase 2 rehabilitation	<b>3,748</b>				<b>3,748</b>			<b>3,748</b>				
				<b>subtotal new programming</b>	<b>6,448</b>	7,424										
				<b>subtotal new 2020 RTIP programming - table 4 fund estimate</b>	<b>3,561</b>											
				Unprogrammed Balance	3,005											
				<b>Total Fund Balance - new 2020 programming</b>	<b>8</b>											
				<b>under/over programmed</b>												



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## LTC Staff Report

December 9, 2019

**FROM:** Gerry Le Francois, Co-Executive Director

**SUBJECT:** Final 2019 Regional Transportation Plan (RTP) Update for Adoption

### RECOMMENDATION

Receive staff report, open the public hearing, consider adoption of R19-011 approving adoption of the 2019 RTP update, and allow staff to make final formatting and other minor corrections as necessary.

### FISCAL IMPLICATIONS

Not applicable

### ENVIRONMENTAL COMPLIANCE

An addendum to the Mono County General Plan Final Environmental Impact Report (SCH# 2014061029) is proposed for this project as allowed by Section 15164 (a) of the CEQA Guidelines.

### RTP/RTIP CONSISTENCY

The RTP is required to be updated every four years (based on Regional Housing Needs Allocation-RHNA cycle adjustments).

### DISCUSSION

The Regional Transportation Plan (RTP) is a 20-year-planning-horizon transportation planning policy document. The RTP provides a clear vision of the region's transportation goals, policies, needs, and assessments.

Only minor technical changes and additions to the RTP were incorporated and therefore will stay within an Addendum. An addendum makes prior CEQA documents adequate when the proposed changes to the RTP do not create any new or substantially more-severe significant environmental impacts.

### ATTACHMENT

- Final 2019 Regional Transportation Plan (RTP) web link is here:  
[https://monocounty.ca.gov/sites/default/files/fileattachments/local\\_transportation\\_commission\\_ltc/page/617/rtp\\_2019\\_consolidated\\_edits\\_12-09-19.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/617/rtp_2019_consolidated_edits_12-09-19.pdf)
- CEQA addendum to the RTP
- R19-011

**2019 Mono County Regional Transportation  
Plan (RTP) update**

**Environmental Impact Report (EIR)  
Addendum**

**December 2019**

**Mono County Local Transportation Commission**

## I. INTRODUCTION

The proposed project is an update to the 2015 Regional Transportation Plan. An addendum to the Mono County General Plan Final Environmental Impact Report (SCH# 2014061029) is proposed for this project as allowed by Section 15164 (a) of the CEQA Guidelines:

- "(a) The Lead Agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

Section 15164 (a) of the CEQA Guidelines allows a lead agency to prepare an addendum to an EIR if only minor technical changes or additions are necessary or none of the conditions in Section 15162 calling for the preparation of a subsequent EIR have occurred. Section 15162 of the CEQA Guidelines require the preparation of a subsequent EIR for a project when an EIR has been certified for that project when the lead agency determines, on the basis of substantial evidence in the record, that one or more of the following has occurred:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

## II. PROJECT DESCRIPTION

This update to the Regional Transportation Plan (RTP) includes amendments and technical corrections to the adopted 2015 RTP. Updates include but are not limited to Chapter 1 public participation, Chapter 2 needs assessment, vehicle miles traveled, wildlife vehicle collisions, aviation forecast, community needs and issues, Chapter 3 & 4 land use, jobs & housing balance, Chapter 5 performance measures, Chapter 6 financial information updates, incorporating the 2020 Regional Transportation Improvement Program (RTIP), wayfinding guidelines and electric-vehicle- charging plan. Mono County is now on a four-year cycle that corresponds with the Housing Element update, meaning the updated RTP applies until 2023.

These amendments and technical corrections are not project specific. Specific projects are subject to future environmental reviews under the provisions of CEQA and/or NEPA. This RTP amendment updates 1) broad policies and objectives under Government Code § 65080 and federal mandates to provide a clear vision of regional transportation goals, policies, objectives and strategies, 2) provides an assessment of current transportation modes within the region, and 3) attempts to estimate future transportation needs, updates financial information and funding levels based on local revenues and allocations from the Federal / State Governments.

### **Summary of updates and minor technical changes include:**

Chapter 1 Public Participation - Included the addition of opportunities for public participation such as: providing access to policy and technical documents at county locations and on the LTC web site, additional public noticing, place and location of public meeting and outreach locations of various RPACs, consideration of public comments during outreach efforts, additional efforts to involve underserved residents, and periodic review of the four year RTP adoption cycle.

Chapter 2 Needs Assessment – including reference to the Town of Mammoth Lakes Walk, Bike, Ride Action Plan, update to Average Daily Traffic counts on state highways, updated population estimates and future population projections from Department of Finance, updated information from American Community Survey (2013-2017) specifically public transit and non-motorized transportation modes, Performance Conditions included language on transitioning from Level of Service (LOS) to Vehicle Miles Traveled (VMT) in order to better account for how travel changes over time, local trips versus external trips, update county maintained road mileage.

Chapter 3 Regional Policy Element – added language to encourage and implement opportunities for a bicycle sharing program, encourage the installation of Electric Vehicle (EV) charging stations, include language for multi modal opportunities for the Parcel in Mammoth Lakes and possible projects in June Lake, language to encourage government employees to utilized existing transit services, language added to pursue funding tied to transit, affordable housing, and sustainable communities.

Chapter 4 Community Policy Element – added a policy better promote traffic calming and safety improvement in the Antelope Valley, include a policy on public parking facilities, and the Crawford Avenue connector from the 2009 RTP June Lake policies.

Chapter 5 Action Element – added Table 19 that includes a list of updated RTP performance measures that is a qualitative measure and requirement of the 2020 State Transportation Improvement Program Guidelines, and updated RTP performance measures that are quantitative.

Update to Chapter 6 Financial Element Appendix D updating Mammoth Lakes Airport Improvement Program, Town operating costs and revenue projects of local streets, the transit system, and airport.

Update to Chapter 6 Financial Element Appendix D to Mono County projected transportation operating costs and revenue projections.

### **III. DECISION NOT TO PREPARE A SUBSEQUENT EIR**

The CEQA Guidelines require the preparation of a subsequent EIR if one or more of several conditions are met; an addendum is required if none of the conditions requiring a subsequent EIR has occurred, but minor changes are necessary to the original EIR. The decision not to prepare a subsequent EIR for the adoption of the Mono County Housing Element Update was based on an analysis of the conditions requiring a subsequent EIR and the determination that none of those conditions applied to this project, i.e.:

- (1) There are no substantial changes to the Regional Transportation Plan that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

*The policies and programs in the 2019 Update of the Regional Transportation Plan (RTP) do not impose any new significant environmental effects or increase the severity of identified effects. In addition, individual projects identified within the RTP will be covered by a project-level CEQA document at the time of project funding or implementation.*

*Therefore, no new impacts will result from the changes listed above in the RTP that were not already analyzed in the 2015 EIR.*

- (2) There are no substantial changes with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

*No revisions to the EIR are required, since the minor policy updates and technical changes do not create or increase any environmental effects.*

(3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, that shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR; or
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR; or

*As discussed previously, the proposed update does not involve major changes in the RTP policies and or technical additions that would create any new environmental impacts or increase severity of impacts identified in the previous EIR.*

- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

*The update does not involve changes for many of the RTP policies and, for those that do involve change, the proposed changes are minor. None of the mitigation measures or alternatives previously found to not be feasible have been found to be feasible now. None of these mitigation measures or alternatives were related to the land use designation changes, and therefore no mitigation measures related to these changes are feasible.*

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

*There are no mitigation measures or alternatives associated with the updated policies and programs beyond those analyzed in the EIR that would substantially reduce impacts and, as discussed previously, no new impacts have been identified.*

#### **IV. CONCLUSION**

Based on the considerations and analyses presented above and based on the provisions contained in CEQA §15164[a]) as presented in its entirety in this Addendum, it is concluded that none of the conditions calling for preparation of a subsequent EIR have occurred. The Mono County Local Transportation Commission, acting as Lead Agency, has therefore determined that an Addendum to the adopted 2015 Mono County General Plan EIR is the appropriate CEQA document for the proposed 2019 RTP update.

CEQA §15164(c-e) states that “*an Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 shall be included in an addendum to an EIR, the lead agency’s findings*

*on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.”*

**RESOLUTION R19-011  
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION  
AMENDING 2015 REGIONAL TRANSPORTATION PLAN**

**WHEREAS**, the Mono County Local Transportation Commission (LTC), which is the Regional Transportation Planning Agency for Mono County, is required to prepare and adopt a Regional Transportation Plan (RTP) directed at achieving a coordinated and balanced regional transportation system as required by and in conformance with Government Code § 65080; and

**WHEREAS**, a number of minor updates and technical corrections to the Regional Transportation Plan (RTP) include such changes to: Chapter 1 public participation; Chapter 2 needs assessment, vehicle miles traveled, wildlife vehicle collisions, aviation forecast, community needs and issues; Chapter 3 & 4 land use, jobs & housing balance; Chapter 5 performance measures; Chapter 6 financial information updates, incorporating the 2020 Regional Transportation Improvement Program (RTIP), wayfinding guidelines and electric-vehicle-charging plan; and

**WHEREAS**, the RTP is now on a four-year adoption cycle that corresponds with the 2019 Housing Element update, meaning this 2019 RTP update applies until 2023; and

**WHEREAS**, based on the testimony received at that public hearing the Mono County LTC conducted to consider said minor amendments and technical changes; and

**WHEREAS**, based on considerations and analyses presented above to the Mono County Local Transportation Commission, acting as Lead Agency, has therefore determined that an Addendum to the adopted 2015 Mono County General Plan EIR is the appropriate CEQA document for the proposed 2019 RTP update in accordance with § 15164 of the California Environmental Quality Act (CEQA) Guidelines and none of the conditions described in CEQA Guidelines 15162 have been identified to require the preparation of a subsequent EIR.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Local Transportation Commission amends the Regional Transportation Plan and certifies the EIR Addendum prepared thereon.

**Passed and adopted** this 9th day of December 2019.

- Ayes:
- Noes:
- Abstains:
- Absent:

\_\_\_\_\_  
Fred Stump, Chair  
Mono County Local Transportation Commission

Approved as to form:

ATTEST:

\_\_\_\_\_  
Christine Milovich, Assistant County Counsel

\_\_\_\_\_  
CD Ritter, Secretary