

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
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PO Box 8
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SPECIAL MEETING AGENDA

August 8, 2016 – 9:00 A.M.

Board of Supervisors chambers, Sierra Center 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 June 13, 2016 (*no July meeting*) – **p. 1**
4. **COMMISSIONER REPORTS**
5. **EASTERN SIERRA WILDLIFE COLLISION REDUCTION STUDY:** Presentation by the California Department of Fish & Wildlife (*Tim Taylor*) and California Department of Transportation (*Cory Freeman*)
6. **LOCAL TRANSPORTATION**
 - A. RSTP (Regional Surface Transportation Program) agreement for 2015-16 allocation (*Megan Mahaffey*) – **p. 4**
 - B. Triennial audit (*Megan Mahaffey*) – **p. 10**
 - C. Reds Meadow Road update (*Haislip Hayes*)
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA): Quarterly update – **p. 15**
 - B. Yosemite Area Regional Transportation System (YARTS)
8. **CALTRANS**
 - A. TCR (Transportation Concept Report) for SR 167 (*Mark Heckman*) – **p. 19**
 - B. Marina Fire/395 status
 - C. CTP 2040 (California Transportation Plan) – **p. 45**
 - D. Report activities in Mono County & provide pertinent statewide information
9. **INFORMATIONAL**
10. **UPCOMING AGENDA ITEMS**
11. **ADJOURN** to September 12, 2016

***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.

More on back...

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

June 13, 2016

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

TOWN COMMISSIONERS: Sandy Hogan, Shields Richardson, John Wentworth

COUNTY STAFF: Scott Burns, Gerry Le Francois, Megan Mahaffey, Wendy Sugimura, Garrett Higerd, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Dennee Alcalá, Craig Holste, Stephen Winzenread

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Shields Richardson called the meeting to order at 9:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited pledge of allegiance to the flag. Stump requested moment of silence for 49 Orlando massacre victims.

2. **PUBLIC COMMENT:** None.

3. MINUTES

MOTION: Adopt minutes of May 9, 2016, as amended: 1) Page 2, line 2: funded by left-over USFS NPS money; & 2) page 4, graph 7: Stump suggested changing 65 mph to 60 mph pursuing state legislation to allow Caltrans to reduce speed less than 60 mph through Chalfant. (Stump/Hogan. Ayes: 4. Absent: Fesko. Abstain due to absence.)

4. **COMMISSIONER REPORTS:** **Stump:** Met with Benton Paiutes and residents on lack of electrical power from Edison to pursue economic project. When available, improvements by fall 2017. May have issues on SR 120 between Benton and Benton Hot Springs. Alternatives not completely independent. USFS has new management plan. **Johnston:** Acknowledged Caltrans on skipped rumble strips. Eastside Velo approved. **Hogan:** None. **Wentworth:** Town Council considering cooperative with USFS, how to fit into sustainable recreation program. **Richardson:** None.

5. LOCAL TRANSPORTATION

A. Transportation Development Act (TDA) allocation

1. **Local Transportation Funds (LTF):** Megan Mahaffey presented data on LTF. Remaining balance of \$351,496 allocated 58% to Town, 42% to County.

How does YARTS allocation compare to other participating counties? Burns stated bumped up \$5,000 last year, still lowest of all participants.

Any reserve? *In order of priority. Monthly breakdown? Estimate from last 10-year actual. Emergency contingency uses to tap into? Future presentation. How are reserves used? Future presentation.*

MOTION: Adopt Resolution R16-11 apportioning & allocating LTF for 2016-17. (Johnston/Stump. Ayes: 5-0. Absent: Fesko.)

2. **State Transit Assistance (STA):** Mahaffey reported \$28,000 less than last year's. STA allocated 30% to Inyo ESTA services.

Helm stated ESTA absorbed decrease in funding. Actuals from CA about half, well down. Related to STIP (State Transportation Improvement Program) funding decreases. Challenge is efficiency standard for STA for operating costs, not exceed inflation. ESTA had dramatic decrease in service

hours last year when MMSA cut services. Did not meet efficiency standard. Now restricted to capital use, which strains operating budget.

Stump recalled Governor's water restrictions last year. Seasonal influx affected MCWD (Mammoth Community Water District). Beneficial for LTC to consider impact of no snow?

Helm cited movement from transit associations working with State on how STA dollars are paid. If nothing else changes, send communications. Next year will meet standard when operating more hours.

MOTION: Adopt Resolution R16-12 apportioning STA funds for fiscal year 2016-17 to Eastern Sierra Transit Authority (*Hogan/Wentworth. Ayes: 5-0. Absent: Fesko.*)

B. Mono County Community Development staffing: Scott Burns cited departures, tough time. Good news is that although primary LTC staff is impacted, core is still intact. He will present restructuring plan to BOS July 5 (Stump indicated two supervisors would miss June 21 meeting).

C. State Transportation Improvement Program (STIP): Gerry Le Francois noted delayed projects: Freeman Gulch (FG) to 2020; and Airport Road rehab to 2021. Started FG first segment 16 years ago, still hanging on. Olancho/Cartago (O/C) predates to 2000 RTIP/STIP. ESTA has gotten replacement vehicles in past, but CTC removed trolleys. SR 58 to Kramer Junction, planned since 2002, was deleted. Doing best to move forward.

Mono's prescribed maintenance? Higerd stated it was pushed to 2018-19, still stands.

Richardson noted Inyo O/C was almost 12% of total.

Le Francois indicated rejugle of ITIP (Interregional Transportation Improvement Program), 40% from State. Inyo/Mono fully funding FG segment 1, Kern COG money on hiatus.

Le Francois noted staff can't lobby for gas tax, but could approach representative when here. Hogan cited need for total fix, not partial fix that stays around for 20 years. Stump asked why exacerbate? Glass is half full instead of evaporating.

6. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): John Helm noted winter continued through May, on course to be busiest year in ESTA's history. Factors: Strong Reds Meadow season due to early start in drought, MMSA rebound in winter; and Lancaster & Reno routes busier. May 2 Red Line ended, Town Trolley started every 30 minutes. Village to Main MMSA had skier shuttle. Transfer at Village, equitable service throughout town. No complaint about transfers. Cost-effective and equitable. Summer service ramping up. Mammoth half-marathon at Horseshoe Lake utilizes all buses.

B. Yosemite Area Regional Transportation System (YARTS): Scott Burns noted Eastside service transported 63 riders Memorial weekend. Obamas are slated to visit next weekend, Secret Service contacted YARTS.

7. CALTRANS

A. Activities in Mono County & pertinent statewide information: Brent Green mentioned use of matina on guardrail, with Conway Summit project as pilot for matina. New rumble strip policy: "skip strip" (16' gap every 40'-50'). Depends on shoulder width.

Stephen Winzenread stated all entities need encroachment permit to work in right of way, but exceptions exist. Permitted activities in District 9: mailboxes, multimillion-dollar construction projects, special events, marathons, utility installations/maintenance, and filming activities. Ensure safety of all, add minimal inconvenience, preserve highway investment. Review process is complex, involving standard encroachment three-page application. Caltrans sometimes does not own right of way. Caltrans gets 250-300 applications/year. District 9 permits average nine days. Transportation Art program: Work with landscape architect. Opportunity for community to express unique attributes of history, resources or character. Final proposal needs maintenance agreement, local support, and copyright transfer (graffiti removed on San Diego artwork, designer sued, so now need copyright transfer and encroachment permit).

Database of art projects? *Only for Ridgecrest.*

Status of June Lake art wall? Winzenread has been working through Mono County, sent drafts of maintenance and copyright agreements to legal office,. No formal submittal, just concepts. Stump noted a Mono Supervisors resolution on June 14 as consent item.

Winzenread keeps other units in office informed so projects are no surprise to anyone.

Engineer stamp needed? *No; not modification to structure.*

Johnston noticed Nevada is well-coordinated, actually promoting sculptures, etc. Anything similar in California? Winzenread stated local agency can get involved early, as it bears financial responsibility. Hogan observed walls in Carson City are very nice. Holste stated Arizona sets aside money for art.

Stump asked about urban graffiti control. Holste noted astounding amount allocated, hundreds of thousands if not millions out of maintenance.

8. QUARTERLY REPORTS

A. **Town of Mammoth Lakes:** Grady Dutton had most experience in Districts 11 and 8. Here, Town staff and Caltrans work well together. **Minaret Road:** Encroachment permit from Caltrans soon for improvements: parallel parking on east side, bus shelter, right turn pocket onto Forest Trail, and pedestrian crossing. Big impact on area. **Lake George:** Connector path starts next week. **Main Street:** Sidewalk from Mountain Boulevard to Minaret to CTC (California Transportation Commission) in July. Start first phase this season. **Lower Main Street:** Some opportunities for ATP (Active Transportation Program) grant. **Old Mammoth Road:** Pavement in September. **Airport Road:** Discussion on all projects there. FAA (Federal Aviation Administration) wants to meet with locals and ESCOG (Eastern Sierra Council of Governments). Want 737 fly-by in place by October. **Lakes Basin:** Working with USFS in co-op agreement. No long-term Town commitment unless funds are available. **Reds Meadow Road:** Met with NPS (National Park Service), USFS (US Forest Service), and ESTA (Eastern Sierra Transit Authority). ESTA might add rider surcharge. FLAP (Federal Lands Access Program) grant application might fare better. Include Madera County on it.

Wentworth mentioned sustainable recreation policy between federal government and local entities. Elected bodies need to put into national context. Projects are moving forward.

--- Break 10:37 to 10:42 a.m. ---

B. **Mono County:** Garrett Higerd noted: **Convict pedestrian bridge** rail repairs. **Airport Road rehab:** 2020-21 program. **Stock Drive:** FAA grant offer. Got \$50,000 State grant to look at safety systems, including striping, retro-reflective signage, bike lanes, pedestrian crossings, etc. Never received State grant in past. FLAP (Federal Lands Access Program) submittal by January 2017, maybe with Town.

Commitments from USFS? Dutton will submit full report to Town Council soon.

Burns learned grant for Lee Vining Main Street was not funded. Maybe consult with District 9 on gateway to Yosemite.

Why did Lee Vining and Chalfant not qualify as disadvantaged communities? Burns found it baffling that Bridgeport qualified, but not Lee Vining and Chalfant. Stump indicated State statistics did not support it.

Green thought maybe changing requirements every year creates a moving target. Stump noted PUC (Public Utilities Commission) denied grant despite gateway status.

C. **Caltrans:** Brent Green presented Bridgeport Main Street 2015 Excellence in Transportation award that recognized partnership entities. Entire paragraph listed 80 members from Bridgeport itself. New Main Street plan initiated in 2011 was inexpensive project, mostly restriping. During BOS meeting, Wendy Sugimura and Tony Dublino were recognized. Caltrans has received phone calls about this innovative project. Green presented plaque to Chair Richardson, who thanked partners, especially Sugimura.

Dennee Alcalá referenced quarterly report in agenda packet.

Wildlife project? Alcalá confirmed all functioning units are well aware of concern by residents and boards. In July or August engineer will present initial report looking at alternatives.

Caltrans working with Town on airport fencing? Alcalá stated specific to US 395 and SR 203.

Reps from CDFW (California Department of Fish & Wildlife) at meeting? Green noted two representatives will be present.

Green stated Alcalá and team did overlay of sidewalk projects on Main Street, part of revitalization plan. Brainstorming session on ATP-type (Active Transportation Plan) improvements. Consultant plan never was completely ratified. Caltrans very interested in project.

9. **INFORMATIONAL:** No items.

10. **UPCOMING AGENDA ITEMS:** 1) town sidewalk improvement on Main (three parts); 2) USFS

11. **ADJOURN** at 11:11 a.m. No action items July 11, 2016, so may opt for summer vacation.

Prepared by CD Ritter, LTC secretary



COUNTY OF MONO

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*Megan Mahaffey
Fiscal Analyst*

August 8, 2016

To: Mono County Local Transportation Commission

From: Megan Mahaffey, Fiscal Analyst

RE: 2015-16 Regional Surface Transportation Program (RSTP) Federal Exchange Program

RECOMMENDED ACTION

Authorize the LTC executive director to execute the Optional RSTP Federal Exchange Program for FY 2015-16.

DISCUSSION

The Mono County Local Transportation Commission has received a Federal Exchange Agreement, which contains \$129,294 of federal funds the Mono County LTC is eligible to exchange. RSTP exchange funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) – Highways, and not otherwise excluded by Article XIX – Motor Vehicle Revenues of the State Constitution. Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible. LTC staff has developed the RSTP optional exchange program as an “as needed program,” meaning that the annual allocation gets used on projects determined to be the greatest need in the region. This includes supplementing current projects that need additional funding or providing contingency funding to projects that have unforeseen costs. The 2014-15 exchange was spent on the following programs: Town of Mammoth Lakes spent RSTP funding on Transportation Enhancement activities by funding a fleet management system that will provide detailed fleet equipment tracking, fleet maintenance scheduling, shop and work order management, part inventory tracking, and fuel data management. Mono County spent funding on Transportation Enhancement activities, Highway Safety improvements as well as Mitigation of Wildlife, habitat and ecosystems through EIR studies. A striping unit and paint was purchased to develop an in-house striping program, and reflective signs were purchased to increase safety.

ATTACHMENT

- RSTP Federal Exchange Program Contract

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

5

District: 09
Agency: Mono County Transportation Commission

Agreement No. X16-6142(022)
AMS Adv ID:0916000036

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

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

NOW, THEREFORE, the parties agree as follows:

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

\$129,294.00 for Fiscal Year 2015/2016

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

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

For Caltrans Use Only

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

Accounting Officer	Date	\$
<i>Ronjane Janel Chyer</i>	<i>4/26/2016</i>	<i>129,294.00</i>

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$129,294.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP apportionment assigned to State in Section 1 above.

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

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

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

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

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

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

10. THIRD PARTY CONTRACTING

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

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

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

11. ACCOUNTING SYSTEM

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

12. RIGHT TO AUDIT

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

13. TRAVEL AND SUBSISTENCE

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

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

STATE OF CALIFORNIA
Department of Transportation

Mono County Transportation Commission

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

By: _____
Title: _____
Date: _____

TO: STATE CONTROLLER'S OFFICE Claims Audits 3301 "C" Street, Rm 404 Sacramento, CA 95816	DATE PREPARED: 4/26/2016	PROJECT NUMBER: 0916000036
REQUISITION NUMBER / CONTRACT NUMBER: RQS 09160000096		

FROM:
Department of Transportation

SUBJECT:
Encumbrance Document

VENDOR / LOCAL AGENCY:
MONO COUNTY TRANSPORTATION COMMISSION

\$ 129,294.00

PROCUREMENT TYPE:
Local Assistance

CHAPTER	STATUTES	ITEM	YEAR	PEC / PECT	TASK / SUBTASK	AMOUNT
10	2015	2660-102-0042	15-16	2030010850	2240/0400	\$ 129,294.00

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*Megan Mahaffey
Fiscal Analyst*

August 8, 2016

To: Mono County Local Transportation Commission

From: Megan Mahaffey, Fiscal Analyst

RE: Mono County Local Transportation Commission Triennial Performance

RECOMMENDED ACTION

Accept Mono County Local Transportation Commission Triennial Performance Audit July 1, 2012, through June 30, 2015.

DISCUSSION

The Mono County Local Transportation Commission has received the Triennial Audit for July 1, 2012, through June 30, 2015. The audit was performed by Fechter & Company, conducted under the rules and guidelines provided by the September 2008 edition of the California Department of Transportation's *Performance Audit Guidebook*. The audit reviewed each one of the following functional areas: Administration and Management, Transportation Planning and Regional Coordination, Claimant Relationships and Oversight, Marketing and Transportation Alternatives, Grant Applications and Management. The only recommendation included in this year's Triennial Audit pertains to Administration and Management, recommending the "Commission verify the accuracy of its books on a quarterly basis" to facilitate completion of financial statement. The Mono County Local Transportation Commission has implemented functional recommendations in the past. The audit shows that the Commission is in compliance with TDA rules.

ATTACHMENT

- Audit Results Summary

AUDIT RESULTS

The performance audit of the Mono County Local Transportation Commission consists of three sections: (1) a compliance review, (2) a status of prior audit recommendations, and (3) a functional review of the Commission.

Compliance Review

The Commission is required to follow the rules and regulations described in the Transportation Development Act (TDA) in administering the Local Transportation and State Transit Assistance Funds. The Transportation Development Act consists of two parts: (1) the Public Utilities Code, and (2) the California Code of Regulations. These two codes outline compliance requirements that the Commission must follow. A review of each compliance requirement and the Commission's status with each requirement is as follows:

Summary and Results of Performance Audit Compliance

1. Public Utilities Code Section 99231 – All operators and city or county governments which have responsibility for serving a given area, in total, claim no more than those Local Transportation Fund moneys apportioned to that area.
 - Mono County comprises two areas of apportionment: Mono County (42 percent) and the Town of Mammoth Lakes (58 percent). The apportionment is based on an annual report from the Federal Department of Finance. Our firm reviews this calculation on an annual basis as part of the regular financial statement audit.
2. Public Utilities Code Sections 99233.3 and 99234 – The Regional Transportation Planning Agency (RTPA) must adopt rules and regulations delineating procedures for the submission of claims for facilities provided for the exclusive use of pedestrians and bicycles.
 - The Commission has adopted a policies and procedures manual that delineates claimant procedures. However, due to the limited number of claimants, these procedures are relatively informal but appear to operate just fine given the needs of the Commission and the local claimants.
3. Public Utilities Code Sections 99238 and 99238.5 – The RTPA must establish Social Services Transportation Advisory Council (SSTAC). The RTPA must ensure that there is a citizen participation process that includes at least an annual hearing.
 - The SSTAC meets on an annual basis. In order to assure public participation, the Commission publicizes meetings in the local newspaper and posts notices in public places in the county.

4. Public Utilities Code Section 99244 – The RTPA must annually identify, analyze, and recommend potential productivity improvements that could lower the operating costs of those operators that operate at least 50 percent of their vehicle service miles within the RTPA’s jurisdiction. Recommendations include, but are not limited to, those made in the performance audit.
 - Potential productivity improvements in current transit service are reviewed on an annual basis through the unmet transit needs hearing process and informal discussions between the Eastern Sierra Transit Authority director and the Commission Executive Director. The Commission reviews potential service changes and determines whether needs can be reasonably met.
5. Public Utilities Code Section 99245 – The RTPA must ensure that all claimants to whom it allocates TDA funds submit to it and to the State Controller an annual certified fiscal and compliance audit within 180 days after the end of the fiscal year.
 - The Commission is in compliance with this requirement.
6. Public Utilities Code Sections 99246 and 99248 – The Commission must designate an independent entity to conduct a performance audit of operators and itself. For operators, the audit must include the calculation of the required performance indicators, and the audit report must be transmitted to the entity that allocates the operator’s TDA monies within 12 months after the end of the triennium. If an operator’s audit was not transmitted by the start of the second fiscal year following the last fiscal year of the triennium, TDA funds are not to be allocated to the operator for that or subsequent fiscal years until the audit is transmitted.
 - The last performance audit of the Commission was submitted to Caltrans in 2012. That audit covered the three years ended June 30, 2012.
7. Public Utilities Code Section 99246(c) – The Commission must submit a copy of its performance audit to the Director of the California Department of Transportation. In addition, the Commission must certify in writing to the Director that the performance audit of operators located in the area under its jurisdiction have been completed.
 - The Commission is in compliance with this requirement.
8. Public Utilities Code Section 99246(d) – The performance audit of the operator providing public transportation services shall include, but not be limited to, a verification of the operator’s operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee, as defined in Section 99247. The performance audit shall include, but not be limited to, consideration of the needs and types of passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2

- The Eastern Sierra Transit Authority recently had a performance audit completed for the three year period ended June 30, 2013.
9. Public Utilities Code Sections 99270.1 and 99270.2 – The regional transportation planning agency must establish rules and regulations regarding revenue ratios for transportation operators providing services in urbanized and new urbanized areas.
- There are no urbanized areas in Mono County. The Commission applies the revenue ratios established in the TDA to transit operators.
10. Public Utilities Code Section 99275.5 – The Commission must adopt criteria, rules and regulations for the evaluation of claims filed under Article 4.5 of the TDA and the determination of the cost effectiveness of the proposed community transit services.
- The Commission does not allocate funds under Article 4.5, Community Transit Services, and is therefore exempt from this requirement.
11. Public Utilities Code Sections 99310.5 and 99313.3 and Proposition 116 – State Transit Assistance funds received by the RTPA can only be allocated for transportation planning and mass transportation purposes.
- The Commission uses State transit Assistance funds only to provide funding for transit services within Mono County.
12. Public Utilities Code Section 99314.3 – The amount of State Transit Assistance received, pursuant to Public Utilities Code Section 99314, by each RTPA shall be allocated to the operators in the area of its jurisdiction as prescribed by the State Controller’s Office.
- The State Transit Assistance received pursuant to PUC 99314 is allocated in the area of its jurisdiction as prescribed by the State Controller’s Office.
13. Public Utilities Code Section 99401.5 – If TDA funds are allocated for purposes not directly related to public or specialized transportation services, or facilities for exclusive use of pedestrians and bicycles, the Commission will annually do the following:
- A. Consult with the SSTAC established pursuant to PUC Section 99238.
 - B. Identify transit needs, including the following: Groups who are transit -dependent or who are transit- disadvantaged.
 - C. Determine the adequacy of existing transit services to meet the needs of groups identified.
 - D. Analyze potential alternatives to provide transportation services.
 - E. Adopt or re-affirm definitions of “unmet transit needs” and “reasonable to meet”.

- F. Identify the “unmet transit needs” and those needs that are “reasonable to meet.”
 - G. Adopt a finding that there are not unmet transit needs, that there are no unmet transit needs that are reasonable to meet, or that there are unmet transit needs including needs that are reasonable to meet.
 - H. If a finding is adopted that there are unmet transit needs, these needs must have been funded before an allocation is made for streets and roads.
- The Commission’s Social Services Transportation Advisory Council participates in the annual public hearing process to review unmet transit needs prior to making any allocations for streets and roads. It is important to note that no streets-and-roads allocations have been made for a number of years due to shortfalls in LTF funding and the priority given to transit over other allocations such as streets and roads.
14. California Code of Regulations Section 6662 – The Commission must cause an audit of its accounts and records to be performed for each fiscal year by the County Auditor or a Certified Public Accountant. The Commission must transmit the resulting audit report to the State Controller within 12 months of the end of each fiscal year and must be performed in accordance with the Basic Audit Program and Report Guidelines of the California Special Districts prescribed by the State Controller. The Audit shall include a determination of compliance with the Transportation Development Act and the accompanying rules and regulations. Financial statements may not comingle the State Transit Assistance fund, the local transportation fund, or other revenue or funds of any city, county, or other agency. The RTPA must maintain fiscal and accounting records and supporting papers for at least four years following fiscal year close.
- The Commission contracts with a Certified Public Accountant to conduct an annual fiscal and compliance audit of its funds and account groups. The audit meets the requirements of the TDA as well as those imposed by the State Controller’s Office.

Findings: The Mono County Local Transportation Commission appears to be in compliance with Transportation Development Act regulations.

Recommendation: None



STAFF REPORT

Subject: Operating Statistics April - June 2016

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 153,287 passenger trips in Mono County between April 1 and June 30, 2016. The passenger trips per hour were 17.64, which is down slightly compared to the previous fiscal year.

	APR - JUN 2016	JAN - MAR 2016	Percent Change	APR - JUN 2015	Percent Change
PASSENGERS					
Adult	123,273	368,463	-66.5%	118,659	3.9%
Senior	886	767	15.5%	772	14.8%
Disabled	1,235	1,022	20.8%	1,033	19.6%
Wheelchair	23	20	15.0%	15	53.3%
Child	27,208	43,704	-37.7%	30,199	-9.9%
Child under 5	662	155	327.1%	917	-27.8%
TOTAL PASSENGERS	153,287	414,131	-63.0%	151,595	1.1%
FARES	\$143,014.65	\$70,427.90	103.1%	\$169,593.20	-15.7%
SERVICE MILES	155,932	198,657	-21.5%	151,048	3.2%
SERVICE HOURS	8,689	12,588	-31.0%	8,393	3.5%
PASSENGERS PER HOUR	17.64	32.90	-46.4%	18.06	-2.3%

Eastern Sierra Transit received \$143,014.65 in passenger fares during the fourth quarter of FY 2015-16. The average passenger fare was \$0.93. When the fixed routes within the town of Mammoth are excluded from the calculation, the average fare per trip was \$4.52 and the corresponding farebox ratio was 54.15%.

Farebox Comparison

Route	APR - JUN 2016	APR - JUN 2015	% Change
Mammoth Express	16.44%	16.19%	0.26%
Walker DAR	8.22%	7.24%	0.99%
Bpt to G'Ville	13.62%	16.32%	-2.71%
Benton to Bishop	10.84%	29.82%	-18.99%
Mammoth DAR	6.27%	7.74%	-1.47%
June Lake	39.70%	0%	
Reno	32.48%	35.30%	-2.82%
Lancaster	33.63%	28.71%	4.91%
Reds Meadow	135.48%	117.80%	17.69%

Ridership compared to the previous fiscal year was up slightly with the current year having 1,692 more riders. The MMSA ridership was up due to the longer ski season, and the Reds Meadow ridership was down correspondingly. The Trolley, Purple and Lakes Basin continue to have strong ridership.

Ridership Comparison

Route	APR - JUN 2016	APR - JUN 2015	Variance	% Change
Mammoth Express	1,116	707	409	57.85%
Walker DAR	656	625	31	4.96%
Bpt to G'Ville	114	139	-25	-17.99%
Benton to Bishop	71	226	-155	-68.58%
Gray	7,735	10,224	-2,489	-24.34%
Lakes Basin	7,740	7,169	571	7.96%
Purple	21,531	20,413	1,118	5.48%
Trolley	41,522	36,000	5,522	15.34%
Meas U / Specials	1,468	1,488	-20	-1.34%
Mammoth DAR	712	741	-29	-3.91%
Reno	1,450	1,541	-91	-5.91%
Lancaster	1,342	1,250	92	7.36%
MMSA	41,668	35,058	6,610	18.85%
June Lake	127	0	127	
Reds Meadow	26,035	36,014	-9,979	-27.71%

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), including the Mammoth Express, Lakes Basin, Purple Line, Trolley, Measure U, Lancaster, MMSA and Reds Meadow. The most-rural areas of Walker and Benton continue to be below the standard. Additionally, Mammoth Dial-A-Ride, Grey Line, June Lake and the Reno fell short of the goal.

Passenger per Hour Comparison

Route	APR - JUN 2016	APR - JUN 2015	% Change	SRTP Standard
Mammoth Express	3.30	3.35	-1.50%	2.5 – 3.5
Walker DAR	1.75	1.63	7.37%	2.5 – 3.5
Bpt to G'Ville	1.39	1.83	-23.75%	2.5 – 3.5
Benton to Bishop	1.81	4.56	-60.33%	2.5 – 3.5
Gray	7.73	10.22	-24.35%	18 - 20
Lakes Basin	18.17	15.36	18.28%	18 - 20
Purple	21.55	20.47	5.28%	18 - 20
Trolley	30.34	28.91	4.94%	18 - 20
Meas U / Specials	29.09	27.68	5.07%	2.5 – 3.5
Mammoth DAR	1.26	1.36	-7.98%	3.0 - 5.0
Reno	2.16	2.35	-8.01%	2.5 – 3.5
Lancaster	3.36	3.05	10.17%	2.5 – 3.5
MMSA	25.74	28.81	-10.65%	18 - 20
June Lake	1.53	.00		2.5 – 3.5
Reds Meadow	38.73	33.21	16.62%	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
MONO ROUTES																	
<i>APR - JUN 2016</i>																	
Mammoth Express	\$6,315.20	861	111	31	4	54	55	1,116	434	338	15,322	14,854	5.66	.43	3.30	45.3	0.08
Walker DAR	\$1,873.70	0	91	552	0	13	0	656	397	374	3,246	2,837	2.86	.66	1.75	8.7	0.23
Bridgeport to G'Ville	\$883.25	23	89	0	0	1	1	114	97	82	2,584	1,788	7.75	.49	1.39	31.6	0.06
Benton to Bishop	\$347.50	20	12	29	0	0	10	71	85	39	3,637	1,767	4.89	.20	1.81	92.6	0.04
Gray	\$0.00	4,442	0	4	0	3,289	0	7,735	1,019	1,000	18,811	18,532	.00	.00	7.73	18.8	0.42
Lakes Basin	\$0.00	5,979	0	45	0	1,716	0	7,740	455	426	5,241	4,929	.00	.00	18.17	12.3	1.57
Purple	\$0.00	16,084	0	6	0	5,441	0	21,531	1,026	999	12,145	11,804	.00	.00	21.55	12.2	1.82
Trolley	\$0.00	34,633	0	87	0	6,802	0	41,522	1,420	1,368	19,398	18,654	.00	.00	30.34	14.2	2.23
Meas U / Specials	\$0.00	1,233	0	200	0	35	0	1,468	63	50	898	700	.00	.00	29.09	17.8	2.10
Mammoth DAR	\$1,566.00	350	98	63	3	41	157	712	576	567	2,308	2,087	2.20	.75	1.26	4.1	0.34
June Lake	\$2,611.00	115	0	0	0	12	0	127	90	83	2,061	1,880	20.56	1.39	1.53	24.8	0.07
Reno	\$31,890.00	989	290	106	12	48	5	1,450	746	670	29,255	28,074	21.99	1.14	2.16	43.6	0.05
Lancaster	\$20,302.00	969	195	110	4	28	36	1,342	443	400	19,216	18,921	15.13	1.07	3.36	48.1	0.07
MMSA	\$0.00	36,818	0	2	0	4,848	0	41,668	1,698	1,619	21,633	20,547	.00	.00	25.74	13.4	2.03
Reds Meadow	\$77,226.00	20,757	0	0	0	4,880	398	26,035	769	672	9,514	8,558	2.97	9.02	38.73	14.2	3.04
Total	\$143,014.65	123,273	886	1,235	23	27,208	662	153,287	9,316	8,689	165,269	155,932	.93	.92	17.64	19.0	0.98



Transportation Concept Report
State Route 167
District 9
July 2016



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

California Department of Transportation

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

Approvals:

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

 BRENT L. GREEN
 District 9 Director

 Date



**State Route 167
Transportation Concept Report**

Prepared
By
Caltrans District 9
Office of System Planning



For additional information regarding the Transportation Concept Report for State Route 167, please contact:

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

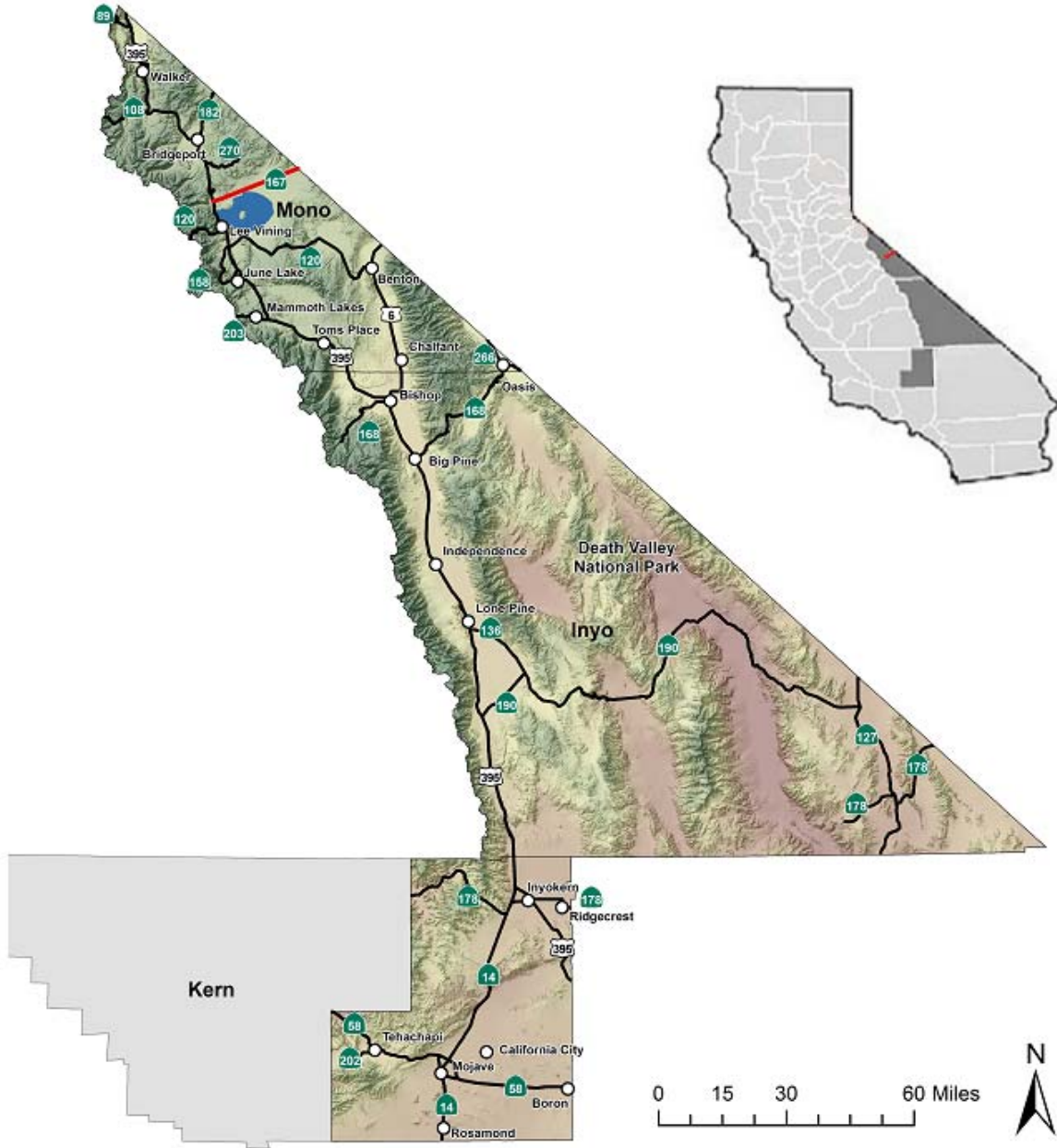
For individuals who need this information in a different format, it is available in various languages, Braille, large print, on audio-cassette, or computer disk. To obtain a copy in one of these alternate formats, please contact the Equal Employment Opportunity Officer at the above address or phone number.

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STATE ROUTE 167 LOCATION MAP

Caltrans District 9



ABOUT THE TRANSPORTATION CONCEPT REPORT

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

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

TCR Purpose

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

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 167 TCR. As information for the TCR was gathered, some of the stakeholders were contacted for input related to their particular specializations, verification of the data sources used, and data accuracy. Prior to document finalization, primary stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for external input and ideas to be reflected in the document, increases credibility, and helps strengthen public support and trust. Stakeholders in the SR 167 planning area are community members and agencies, including, but not limited to:

- Bureau of Land Management (BLM)
- California Department of Parks and Recreation
- Great Basin Unified Air Pollution Control District
- Mono Basin Regional Planning Advisory Committee (RPAC)
- Mono City Community
- Mono County
- Mono County Local Transportation Commission (LTC)
- Mono Lake Committee
- Native American Tribes
- Nevada Department of Transportation
- US Forest Service (USFS)

EXECUTIVE SUMMARY

Stage Route (SR) 167 begins at US 395, 6 miles north of the community of Lee Vining in Mono County. It is a two-lane conventional highway in flat terrain that is classified as a Rural Minor Arterial, and runs in an easterly direction for 21.33 miles to the Nevada state line. The majority of the route either abuts the northern boundary of the Mono Basin National Forest Scenic Area or traverses Bureau of Land Management (BLM) land. Near the last mile of the route (PM 20.66), it enters the Humboldt-Toiyabe National Forest. The **Mono County 2015 Regional Transportation Plan** includes SR 167 in the County Designated Scenic Highway System, which restricts the type of development that can occur along the corridor. However, the highway is currently not on the eligible list for state scenic highway designation. Recent traffic data was analyzed using 2014 as a Base Year (BY) and 2034 as a Horizon Year (HY) for projecting operational conditions.

Concept Summary

Segment	Segment Description	Existing Facility	20-Year Facility Concept
1	US 395 to the California/Nevada state, Mono/Mineral county line	2C	2C, Maintain

TABLE 1: CONCEPT SUMMARY

Concept Rationale

No significant growth or development is anticipated in the rural communities served by SR 167. The concept for the route is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand.

Proposed Projects and Strategies

Currently, there is a Poleline Right Turn Pocket project programmed at the intersection of US 395 and SR 167. Maintaining the facility is the long range strategy for this route. Route recommendations include shoulder widening, paving access aprons, and transportation amenities that facilitate multiple modes of travel.



CORRIDOR OVERVIEW

ROUTE SEGMENTATION

This TCR addresses 21.33 miles of the route located within Caltrans District 9, Mono County.

Seg #	Location Description	County_Route_Beg. PM	County_Route_End PM
1	US 395 to the California/Nevada state, Mono/Mineral county line	Mno-167-0.00	Mno-167-21.33

TABLE 2: ROUTE SEGMENTATION

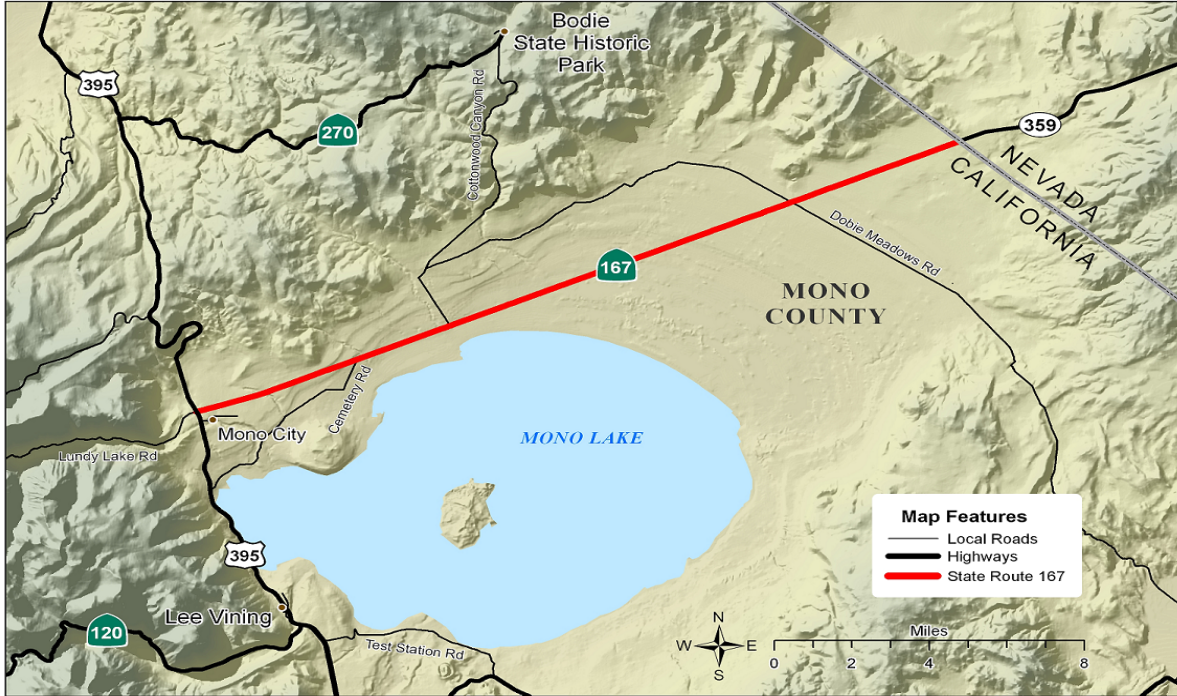
ROUTE DESCRIPTION

Route Location: SR 167 begins at US 395, 6 miles north of the community of Lee Vining in Mono County and runs in an easterly direction for 21.33 miles to the Nevada state line.

Route Purpose: Primarily, the highway provides regional and interregional access for community members, recreational travelers, and goods movement. In the event of emergency closures on US 395, SR 167 functions as an easterly loop around US 395, diverting traffic into Nevada via Nevada SR 359.

Major Route Features: SR 167 is a two-lane conventional highway that is functionally classified as a Minor Arterial. The elevation varies between 6,450 and 7,100 feet. The route becomes Nevada SR 359 which ends at its junction with US 95 in Hawthorne, Nevada. US 95 is a primary north/south corridor that intersects US 50 and Interstate 80. There are county, Forest Service and BLM roads that access the state highway. Furthermore, Cottonwood Canyon Road (PM 7.01) leads to Bodie State Historic Park. SR 167 is subject to seasonal road closure during periods of heavy snowfall in winter. There are two Mainline Detection (one full-time count station and one part-time count station) Transportation Management System (TMS) elements on the route. There are currently no electric vehicle charging stations on SR 167 and none are planned at this time.

SEGMENT MAP



Route Designations and Characteristics:

Segment #	1
Freeway & Expressway System – California Streets & Highways Code Section 250-257	No
National Highway System	No
Strategic Highway Network	No
Scenic Highway	No
Interregional Road System	No
Priority Interregional Facility	No
Federal Functional Classification	Minor Arterial
Goods Movement Route	Yes
Truck Designation	California Legal
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono County Local Transportation Commission
Local Agency	Mono County

Segment #		1
Tribes	Federally Recognized	Bridgeport Indian Colony Washoe Tribe of Nevada and California
	Non-Federally Recognized	Mono Lake Kutzadikaa Tribe
Air District		Great Basin Unified Air Pollution Control District
Terrain		Flat

TABLE 3: ROUTE DESIGNATIONS

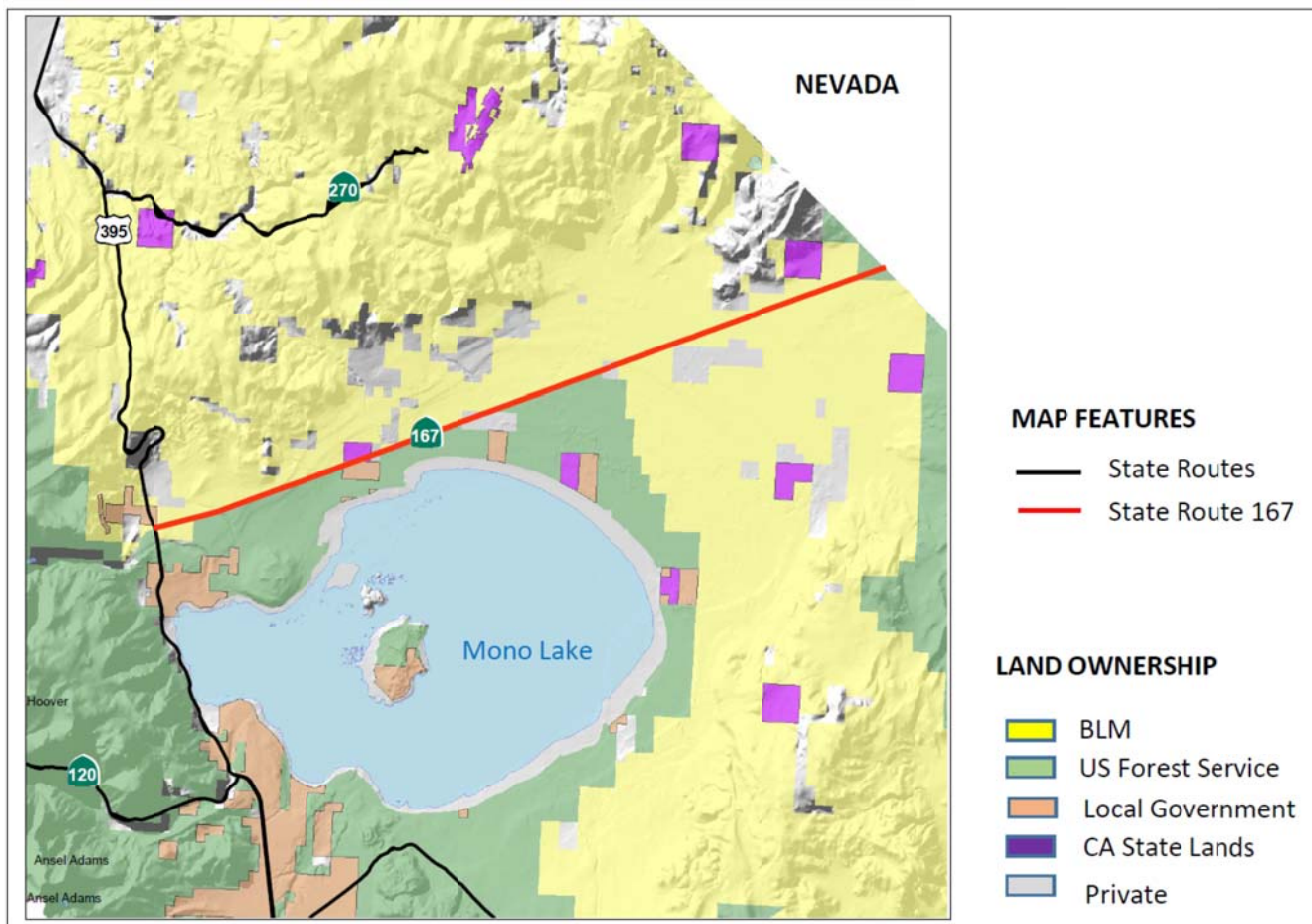
COMMUNITY CHARACTERISTICS

SR 167 provides access to the small community of Mono City via both East Mono Lake Drive (PM 0.60) and Cemetery Road (PM 4.43). Mono City is a census-designated place that lies north of Mono Lake at the base of the Sierra Nevada Mountain Range at an elevation of 6,768 feet. At the time of the United States 2010 Census, the population was 172.

LAND USE

Land use along the route is predominately resource management and open space with some low density residential. About 95% of the land is public owned and, as a result, there will be little private development. The Bureau of Management (BLM) and the US Forest Service (USFS) manage the majority of the public lands along the route. A large portion of the route abuts the northern boundary of the Mono Basin National Forest Scenic Area and Mono Lake. Mono Lake lies in the heart of the basin at 6,240 ft elevation and it is one of the oldest watersheds in North America. The lake is 13 miles wide and 8 miles long with highways SR 167, SR 120, and US 395 within the Scenic Area. In 1984, Congress designated the Mono Basin National Forest Scenic Area, the first in U.S. history, encompassing 116,000 acres of land. Mono Basin National Forest Scenic Area Comprehensive Management Plan (1989) provides specific direction for National Forest lands and management guidelines for non-federal lands within the Basin. At approximately the last mile of the route (PM 20.66), the route enters the Humboldt-Toiyabe National Forest. Mono County includes SR 167 in the County Designated Scenic Highway System, which restricts the type of development that can occur along the corridor. However, the highway is currently not on the eligible list for state scenic highway designation.

State Route 167 – Land Ownership Map



SYSTEM CHARACTERISTICS

SR 167 is a two-lane conventional highway for its entire length. The majority of the road is smooth and well maintained with a posted speed limit of 65 mph. The average paved shoulder width is 0 to 2 feet. The average lane width is 11 feet and the facility is undivided. Retention of the count station at the California/Nevada state line will be analyzed.

Segment #	1
Existing Facility	
Facility Type	C
General Purpose Lanes	2
Lane Miles	42.66
Centerline Miles	21.33
Median Width	0
Median Characteristics	undivided
Distressed Pavement	0%
Current ROW	132-400 ft.
Concept Facility	
Facility Type	C
General Purpose Lanes	2
Lane Miles	42.66
Centerline Miles	21.33
Passing Lanes	0
Truck Climbing Lanes	0
TMS Elements	
TMS Elements (BY)	2
TMS Elements (HY)	2

TABLE 4: SYSTEM CHARACTERISTICS

BICYCLE FACILITY

Bicyclists are allowed on all of SR 167 as it is a shared roadway. There is no bikeway designation nor any dedicated bike lanes existing on the route. According to Mono County's 2015 Regional Transportation Plan, a Bodie loop bike route along SR 270, Cottonwood Canyon Road, SR 167 and US 395 is a potential project. Providing wider shoulders to accommodate a bicycle lane is a challenge due to prioritization of funding, environmental concerns, and physical constraints.

Post Mile	0.00-21.33
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-2 ft
Posted Speed Limit	65 mph

TABLE 5: BICYCLE FACILITY

PEDESTRIAN FACILITY

Pedestrian traffic is allowed, but minimal on SR 167. Pedestrian-specific facilities and sidewalks do not exist. Pedestrians may utilize the paved and unpaved shoulder.

Post Mile	0.00-21.33
Pedestrian Access Prohibited	No
Sidewalk Present	No

TABLE 6: PEDESTRIAN FACILITY

TRANSIT FACILITY

The Eastern Sierra Transit Authority (ESTA) provides roundtrip service between Lone Pine and Reno on Monday, Tuesday, Thursday, and Friday. Upon request, the bus will stop at the intersection of SR 167 and US 395 on those days. This route is expected to add service on Wednesdays in the near future.

FREIGHT

SR 167 is a California Legal route within the California Legal Truck Network. California Legal trucks with a maximum overall length of 65 feet may utilize the route. While there are no freight generators on SR 167, the route continues as Nevada SR 359 leading to Hawthorne. Hawthorne is home to one of the largest U.S. Army munitions depots in the country and is a vital location for goods movement related to national security. Also, at Hawthorne, Nevada SR 359 joins with US 95, a primary north/south corridor, which intersects with US 50 and Interstate 80.



ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may need future analysis in the project development process. This information does not represent all possible environmental considerations that may exist within the area surrounding the route. Any SR 167 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified are scaled (high, medium or low) by district staff based on the probability of encountering such issues.

The following environmental factors were identified:

- **Air Quality:** Mono County is a part of the Great Basin Valleys Air Basin under the stewardship of the Great Basin Unified Air Pollution Control District. SR 167 is classified as non-attainment for PM-10 due to blowing dust which results from the drying of Mono Lake.
- **Geology/Soils/Seismic:** SR 167 crosses over one unnamed minor fault near Alkali Valley at PM 11.4.
- **Cultural Resources:** There are several known prehistoric and historic archeological sites along SR 167 throughout its entire length; therefore, appropriate archaeological and historical studies, including Native American consultation may be required for most projects along this route.
- **Visual Aesthetics:** There are stunning views of Mono Lake from SR 167. Any potential visual impacts on the section of the highway that abuts the Mono Basin National Forest Scenic Area boundary should be assessed. Aesthetic considerations for future projects could include color and/or texture treatment to highway facilities to help it blend into the natural environment as well as siting of proposed structures so they do not impact scenic vistas such as views of nearby mountains.
- **Special Status Species:** Many “special status” species of flora and fauna can be found within a 1,000 foot-wide corridor centered along SR 167; however the primary species of concern is Bodie Hills Cusickiella (*Cusickiella quadricostata*) and Greater Sage-grouse (*Centrocercus urophasianus*).

Cultural Resources	Geology/Soils/Seismic	Visual Aesthetics	Air Quality				Special Status Species
			Ozone	PM		CO	
				2.5	10		
High	Low	Medium	Attainment/Unclassified	Attainment/Unclassified	Non-Attainment	Attainment/Maintenance	Medium

CONSIDERATIONS

CORRIDOR PERFORMANCE

The Corridor Performance table displays volume data for the Base Year (BY) 2014 and the Horizon Year (HY) 2034. Level of Service (LOS) was calculated using the Highway Capacity Manual (HCM) 2010. The route presently operates at LOS A and is expected to operate at the same level through the horizon year. Primarily, this is due to low traffic volumes.

Segment #	1
Basic System Operations	
AADT (BY)	200
AADT (HY)	200
AADT: Growth Rate/Year	0%
LOS Method	HCM
LOS (BY)	A
LOS (HY)	A
LOS Concept	C
VMT (BY)	4,266
VMT (HY)	4,266
Truck Traffic	
Total Average Annual Daily Truck Traffic (AADTT) (BY)	11
Total Average Annual Daily Truck Traffic (AADTT) (HY)	11
Total Trucks (% of AADT) (BY)	5.50%
Total Trucks (% of AADT)(HY)	5.50%
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	4
5+ Axle Trucks (as % of AADT)(BY)	2.00%
Peak Hour Traffic Data	
Peak Period Length	1 Hour
Peak Hour Direction	West
Peak Hour Time of Day	AM
Peak Hour Directional Split (BY)	77.3/22.7
Peak Hour VMT (BY)	853
Peak Hour VMT (HY)	853
Peak Hour (BY)	40
Peak Hour (HY)	40

TABLE 8: CORRIDOR PERFORMANCE

CORRIDOR CONCEPT

CONCEPT RATIONALE

Traffic activity on the highway varies seasonally. Define and pave access aprons, when feasible. Future projects should consider pullouts, vista points or other facilities that allow for the multiple modes of traveling public to safely pull over and enjoy views of the nearby mountains and/or natural environment. Interpretive displays may also be incorporated.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Currently, there is a Poleline Right Turn Pocket (09-34670) project programmed at the intersection of US 395 and SR 167.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.#	Description	Location	Source	Purpose
1	Widen shoulders (5 ft)	MNO 0.00/21.33	Caltrans Recommendation	Operational Improvement/ Complete Streets
1	Paved turnouts, Vista points, Interpretive displays	Various	Caltrans Recommendation	Corridor Enhancement
1	Define & Paved access aprons	Various	Caltrans Recommendation	Operational Improvement/Maintenance

TABLE 9: PROJECTS AND STRATEGIES

APPENDICES

APPENDIX A GLOSSARY OF TERMS AND ACRONYMS

Acronyms

2C – Two-Lane Conventional Highway
4C – Four-Lane Conventional Highway
AADT – Annual Average Daily Traffic
AADTT – Annual Average Daily Truck Traffic
BY – Base Year
C – Commercial
Caltrans or CT – California Department of Transportation
CDFW – California Department of Fish and Wildlife
CESA – California Endangered Species Act
CMS – Changeable Message Sign
CNDDDB – California Natural Diversity Database
CO – Carbon Monoxide
EB – Eastbound
ESA – Endangered Species Act
ESTA – Eastern Sierra Transit Authority
GBUAPCD – Great Basin Unified Air Pollution Control District
HCM – Highway Capacity Manual
HY – Horizon Year
INF – Inyo National Forest
KPRA – Kingpin-to-rear-axle distance
L – (prefix to Post Mile) Realigned twice
LOS – Level of Service
LTC – Local Transportation Commission
N/A – Not Applicable
PM – Post Mile or Particulate Matter
R – (prefix to Post Mile) Realigned
R/W or ROW – Right of Way
RM – Resource Management
RTP – Regional Transportation Plan
SB – Southbound
Sig. – Signalized
SP – Specific Plan
SR – State Route
SSC – Species of Special Concern
STAA – Surface Transportation Assistance Act
STIP – State Transportation Improvement Program
SUP – Special Use Permit
TCR – Transportation Concept Report
Unsig. – Unsignalized
US – United States Highway
USFS – United States Forest Service
VMT – Vehicle Miles Traveled
WB – Westbound
YARTS – Yosemite Area Regional Transit System

Definitions

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

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

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

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

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

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

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

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

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

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

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

Endangered In serious danger of becoming extinct throughout all, or a significant portion, of a species’ range due to one or more causes, including loss of habitat, over exploitation, competition, or disease.

Threatened Likely to become an endangered species in the foreseeable future in the absence of special

protection and management efforts

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

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

Census-Designated Place – A concentration of population identified by the United States Census Bureau for statistical purposes. Census-designated places are delineated for decennial census as the statistical counterparts of incorporated places, such as cities, towns, and villages.

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

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

Easement – An interest in real property that conveys use, but not ownership.

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

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

Fee Simple Title – Absolute ownership unencumbered by any other interest or estate.

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

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

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

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

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

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

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

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

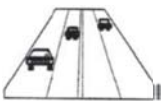
Minor Collector A Collector that is shorter in length, having a higher density of connecting driveways, lower speed limits and smaller intervals of spacing than Major Collectors. These roadways serve lower volumes of traffic.

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

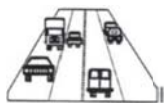
Horizon Year (HY) – The year that the future (20-25 years) data is based on.

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

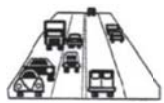
Level of Service (LOS) – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels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



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



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



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



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



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



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

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

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

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

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

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

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

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

Rumble Strip – The application of a series of equally-spaced grooves either mounted or applied inside the pavement of a road used to alert drivers that they are exiting the travel way through an audible rumbling.

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

Scenic Highway – A highway that is located in an area of natural scenic beauty that is designated for special conservation treatment.

Segment – A portion of a facility between two points.

Seismic Design Category (SDC) – An earthquake hazard classification assigned to a structure based on its occupancy or use and on the level of expected soil modified seismic ground motion.

A denotes very small seismic vulnerability.

B denotes low to moderate seismic vulnerability.

C denotes moderate seismic vulnerability.

D denotes high seismic vulnerability.

E and **F** denote very high seismic vulnerability and near a major fault.

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

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

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

Special Status Species – Any species which is listed or proposed for listing under ESA, CESA, or CDFW.

Special Use Permit – A permit which allows a specific exception to the zoning regulations from a list of acceptable exceptions for a particular parcel of land.

Surface Transportation Assistance Act (STAA) – A transportation funding and policy act which allows on a federally designated system of highways (National Network) and on Terminal Access Routes the use of semitrailers up to 48 feet in length with no KPRA restrictions and semitrailers up to 53 feet in length with certain KPRA restrictions.

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

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

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

**APPENDIX B
FACTSHEET**

MNO_167_0.00 to MNO_167_21.33



SR 167 begins at US 395, 6 miles north of the community of Lee Vining in Mono County and runs in an easterly direction for 21.33 miles to the Nevada state line. This is a two-lane conventional highway that is functionally classified as a Minor Arterial.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.#	Description	Location	Source	Purpose
1	Widen shoulders (5 ft)	MNO 0.00/21.33	Caltrans Recommendation	Operational Improvement/ Complete Streets
1	Paved turnouts, Vista points, Interpretive displays	Various	Caltrans Recommendation	Corridor Enhancement
1	Define & Paved access aprons	Various	Caltrans Recommendation	Operational Improvement/Maintenance

Corridor Performance	
Segment #	1
Basic System Operations	
AADT (BY)	200
AADT (HY)	200
AADT: Growth Rate/Year	0%
LOS Method	HCM
LOS (BY)	A
LOS (HY)	A
LOS Concept	C
VMT (BY)	4,266
VMT (HY)	4,266
Truck Traffic	
Total Average Annual Daily Truck Traffic (AADTT) (BY)	11
Total Average Annual Daily Truck Traffic (AADTT) (HY)	11
Total Trucks (% of AADT) (BY)	5.50%
Total Trucks (% of AADT)(HY)	5.50%
5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	4
5+ Axle Trucks (as % of AADT)(BY)	2.00%
Peak Hour Traffic Data	
Peak Period Length	1 Hour
Peak Hour Direction	West
Peak Hour Time of Day	AM
Peak Hour Directional Split (BY)	77.3/22.7
Peak Hour VMT (BY)	853
Peak Hour VMT (HY)	853
Peak Hour (BY)	40
Peak Hour (HY)	40

System Characteristics	
Segment #	1
Existing Facility	
Facility Type	C
General Purpose Lanes	2
Lane Miles	42.66
Centerline Miles	21.33
Median Width	0
Median Characteristics	undivided
Distressed Pavement	0%
Current ROW	132-400 ft.
Concept Facility	
Facility Type	C
General Purpose Lanes	2
Lane Miles	42.66
Centerline Miles	21.33
Passing Lanes	0
Truck Climbing Lanes	0
TMS Elements	
TMS Elements (BY)	2
TMS Elements (HY)	2

Bicycle Facility	
Post Mile	0.00-21.33
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-2 ft
Posted Speed Limit	65 mph

Pedestrian Facility	
Post Mile	0.00-21.33
Pedestrian Access Prohibited	No
Sidewalk Present	No

Cultural Resources	Geology/Soils/Seismic	Visual Aesthetics	Air Quality			Special Status Species	
			Ozone	PM			CO
				2.5	10		

High	Low	Medium	Attainment/Unclassified	Attainment/Unclassified	Non-Attainment	Attainment/Maintenance	Medium
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Route Designations and Characteristics		
Segment #	1	
Freeway & Expressway System – California Streets & Highways Code Section 250-257	No	
National Highway System	No	
Strategic Highway Network	No	
Scenic Highway	No	
Interregional Road System	No	
Priority Interregional Facility	No	
Federal Functional Classification	Minor Arterial	
Goods Movement Route	Yes	
Truck Designation	California Legal	
Rural/Urban/Urbanized	Rural	
Regional Transportation Planning Agency	Mono County Local Transportation Commission	
Local Agency	Mono County	
Tribes	Federally Recognized	Bridgeport Indian Colony Washoe Tribe of Nevada and California
	Non-Federally Recognized	Mono Lake Kutzadikaa Tribe
Air District	Great Basin Unified Air Pollution Control District	
Terrain	Flat	

APPENDIX C RESOURCES

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California Department of Fish and Wildlife, California Natural Diversity Database, <<http://www.dfg.ca.gov/biogeodata/cnddb>>, 2013

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California Natural Diversity Database, *Special Animals (898 taxa)*, January 2011

California Environmental Protection Agency, Air Resources Board, Air Quality Data Branch, Planning and Technical Support Division, *National Ambient Air Quality Area Designations Maps for CO; Ozone, PM 2.5, PM 10*

Caltrans, District 9, GIS Data Library

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Caltrans, District 9, Post Mile Log, 2007

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Caltrans, District 9, *State Route 167 Transportation Concept Report*, August 2009

Caltrans, Division of Maintenance GIS, Pavement Condition Survey

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Eastern Sierra Transit Authority, <http://www.estransit.com/CMS/>

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Town of Mammoth Lakes, *General Bikeway Plan*, February 2014

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United States Census Bureau, 2010 Census

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United States Department of Homeland Security, Federal Emergency Management Agency, National Flood Insurance Program

United States Geological Survey, Seismic Design Maps for International Residential Code (2006 & 2009), Coterminous US

Yosemite Area Regional Transit System, <<http://yarts.com/>>

From: ctp2040@DOT [<mailto:ctp2040@dot.ca.gov>]

Sent: Tuesday, June 28, 2016 12:06 PM

Subject: California Transportation Plan (CTP) 2040



Caltrans is pleased to present the California Transportation Plan (CTP) 2040; the State's new long-range integrated approach to transportation planning that is multimodal, sustainable, and environmentally responsible. Through supporting goals, policies and recommendations, the plan charts a long-term vision to help guide transportation related decisions and investments in the 21st Century that meet California's future mobility needs and reduce greenhouse gas emissions.

The CTP 2040 takes a 'whole system' approach to the state's transportation system that considers greater mobility choices for how California can move toward meeting its greenhouse gas reduction targets and achieving a safe, sustainable, integrated, and efficient multimodal transportation system that enhances California's economy and livability.

The CTP 2040 is available at www.californiatransportationplan2040.org.

Thank you,

The CTP Project Team
Office of State Planning
Division of Transportation Planning
California Department of Transportation
P.O. Box 942874, MS-32
Sacramento, CA 94274-0001

If you prefer not to receive future notices, please send a reply to this email with "unsubscribe" in the subject line.

Speaking Points

Districts may consider the following talking points and should be prepared to answer questions regarding topics such as performance-based goals, policies and strategies, transportation trends and challenges, greenhouse gas emissions, and integrating regional and local planning documents. Additional items might include:

- The CTP is a long-range policy plan that provides a common framework with a set of supporting goals, policies, strategies, performance measures, and recommendations to guide future transportation related decision and investments over the next 25 years.
- The CTP is not project specific; rather, it is a policy driven document designed to shape California's transportation system over the next 25 years.
- The CTP must identify the statewide, integrated multimodal transportation system needed to achieve the maximum feasible GHG emission reductions in response to SB 391. In addition, as required by SB 391, Caltrans must update the CTP every five years.
- The CTP reviews current trends, challenges and emerging issues such as the economy and job growth, climate change, population and housing growth, freight mobility, public health and transportation financing.
- The CTP addresses existing conditions, future needs, and opportunities for all modes of transportation as an integrated system including highways, public transit (bus and passenger rail), bicycling and pedestrian facilities, aviation, freight mobility, ports and waterways.
- Better understanding of interregional travel needs will inform project selection process for decision makers.
- The CTP offers strategies and modeling showing how we can reduce greenhouse gas emissions.
- California Statewide Travel Demand Model accounts for interregional trips and utilizes statewide data including rural information and statistics from RTP's and general plans.
- The CTP 2040 addresses both rural and urban needs through comprehensive goals and policies that support the implementation of regionally-sensitive strategies to develop a sustainable statewide transportation system that balances viable and realistic transportation options.

IMPLEMENTATION HIGHLIGHTS

The following implementation highlights illustrate the vision and direction the CTP 2040 suggests to improve the California transportation system over the next 25 years:

- **Improve transit** by completing the entire California High-Speed Rail Authority (Authority) Business Plan Phase 1 High-Speed Rail System by 2029, and making it the backbone of an integrated statewide transit system linking all transit operators with one-stop ticketing and well-coordinated transfers.
- **Reduce long-run repair and maintenance costs** by using “fix-it first”, smart asset management, and life-cycle costing, to maintain our transportation infrastructure in good condition—this should include developing a comprehensive assessment of climate-related vulnerabilities, and actions to ensure system resiliency and adaptation to extreme events.
- **Improve highways and roads** by using management systems and technologies to maximize system efficiency through integrated multimodal corridor management (intelligent transportation system [ITS], high-occupancy toll [HOT] lanes, and bus rapid transit [BRT] lanes, which are managed in coordination with active transportation and rail lines), and through new technologies and services including autonomous and connected vehicles, smart parking, vehicle-to-vehicle (V2V) communications, infrastructure-to-vehicle (V2I) communication, and vehicle sharing and ride-sharing services.
- **Improve freight efficiency and the economy** by completing the California Sustainable Freight Action Plan outlined in Executive Order (EO) B-32-15, and through creation of dedicated federal and State freight funding programs to invest in California’s primary trade corridor, including multimodal last mile connections to major freight facilities including ports and hubs.
- **Improve communities** through the region-led Sustainable Communities Strategies (SCSs), which will be updated as the State moves toward 2030 and 2050 greenhouse gas (GHG) reduction targets—the State can continue to partner with regions through the investment of Greenhouse Gas Reduction Funds (GGRF) and other measures such as better use of highway corridors for recreation and to reconnect communities.
- **Reduce transportation-system deaths and injuries** through multi-agency coordination that implements the Toward Zero Deaths (TZD) vision, and public engagement to reduce distracted driving, impaired driving, and unsafe work-zone driving.
- **Expand the use and safety of bike and pedestrian** facilities by utilizing the Active Transportation Program (ATP) to support a broad range of investments that go beyond individual projects to encourage corridor-wide and citywide strategies, and also through improved State and local implementation of Complete Streets strategies that will increase active transportation for short trips, first/last mile transit trips, and school trips.
- **Make our vehicles and transportation fuels cleaner** through incentives and regulations to increase zero-emission vehicles (ZEVs) and other methods outlined in the California Air Resources Board’s (ARB’s) Assembly Bill (AB) 32 Scoping Plan.
- **Improve public health and achieve climate and other environmental goals** through the strategies above and also through implementation of robust advanced mitigation to streamline transportation projects and maximize the biological benefit.
- **Secure permanent, stable, and sufficient transportation revenue** from transportation users to achieve the state of good repair, freight efficiency, and other investments outlined in this plan.