

Mono County Local Transportation Commission

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

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

AGENDA

December 14, 2015 – 9:00 A.M.
Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

2. **PUBLIC COMMENT**

3. **MINUTES:** Approve minutes of November 9, 2015 – *p. 1*

4. **LOCAL TRANSPORTATION**

A. Resolution of Appreciation – *p. 5*

5. **9:10 A.M.**

PUBLIC HEARING: Regional Transportation Plan Update.

1. Conduct a public hearing on the 2015 Regional Transportation Plan (RTP) Update and the Responsible Agency findings under the California Environmental Quality Act (CEQA) for the Final Environmental Impact Report (FEIR), and receive any additional public comments;
2. Deliberate the project, findings, and statement of overriding considerations; mitigation, monitoring, and reporting program; and additional public comments; and make any desired modifications;
3. Adopt Resolution R15-09 (Attachment #4) making Responsible Agency findings under CEQA; and approving and adopting the Mitigation, Monitoring and Reporting Program and the 2015 Regional Transportation Plan;
4. Direct staff to make administrative edits and corrections as necessary; and
5. Direct staff to file the Notice of Determination.

(Gerry Le Francois & Wendy Sugimura) – p. 6

9:30 A.M.

PUBLIC HEARING: Regional Transportation Improvement Plan

1. Conduct public hearing
2. Discuss and consider adoption of Resolution R15-10 approving the 2016 RTIP
3. Direct staff to make any minor technical corrections and submit to State.

(Gerry Le Francois) – p. 104

6. **ADMINISTRATION**

A. Amendment to OWP budget. 1) Adopt Amendment 01 to the Mono County Overall Work Program 2015-16 to incorporate an additional \$6,001 into the Planning, Programming and Monitoring (PPM) Work Element budgets and an additional \$9,417 into the Rural Planning Assistance (RPA) Work Element budgets; and 2) Authorize LTC executive director to sign adjusted Overall Work Program Agreement (OWPA) via minute order M15-05. *(Megan Mahaffey) – p. 107*

B. Collaborative Work Agreement (CWA) extension for scenic byway grant. Authorize LTC executive director to sign CWA requesting an extension to the unliquidated balance on the Highway 395 Corridor Management Plan.

(Megan Mahaffey) – p. 162

More on back...

7. **COMMISSIONER REPORTS**

8. **TRANSIT**

- A. Eastern Sierra Transit Authority (ESTA) update
- B. Yosemite Area Regional Transportation System (YARTS) update

9. **CALTRANS**

- A. Transportation Concept Report on SR 203 (*Caltrans staff: Jad Andari*)
- B. Report activities in Mono County & provide pertinent statewide information

10. **INFORMATIONAL:** No items

11. **UPCOMING AGENDA ITEMS**

12. **ADJOURN** to January 11, 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.

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

November 9, 2015

COUNTY COMMISSIONERS: Tim Fesko (via video), Larry Johnston, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Shields Richardson, Dan Holler for John Wentworth

COUNTY STAFF: Scott Burns, Jeff Walters, Garrett Higerd, Gerry Le Francois, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Ryan Dermody, Jacob Mathew, Greg Miller, Craig Holste

ESTA: John Helm & Jill Batchelder

GUESTS: Jo Bacon, former LTC commissioner; Danna Stroud, Sierra Nevada Conservancy

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

2. **PUBLIC COMMENT:** Danna Stroud of Sierra Nevada Conservancy, at Commissioner Wentworth's request, reported conversations at a conference in Jackson Hole, WY, on connecting urban communities with wilderness. Public transit could bring urban residents into this area. Opportunity exists to partner with The Wilderness Society on transportation planning for roads and bikes to connect to wilderness. Proposal for SR 120 scenic byway from Groveland to Lee Vining is coming up in 2016, with Chico State students working on it. Dick Whittington of YARTS noted Greyhound interface from San Diego to Eastern Sierra. Airlines sell tickets that include pass-through opportunities.

2. **MINUTES:**

MOTION: Approve minutes of September 14, 2015 (*no October meeting*) as submitted.
(Hogan/Richardson. Ayes: 5. Abstain due to absence: Holler.)

3. **ADMINISTRATION**

A. **Resolution of Appreciation:** Commissioner Sandy Hogan read aloud a signed resolution of appreciation to Jo Bacon, former LTC commissioner, followed by a standing ovation and brief comments from Bacon.

MOTION: Present resolution of appreciation to Jo Bacon, former LTC commissioner.
(Richardson/Stump. Ayes: 5. Abstain due to absence: Holler.)

B. **Regional Transportation Improvement Program (RTIP):** Gerry Le Francois cited status quo proposal. Key points: ESTA sent preliminary vehicle request for 2016 onward, reserve of \$1.9 million, \$620,000 ESTA vehicles. State Transportation Improvement Program (STIP) to LTC in December along with Regional Transportation Plan (RTP).

Dutton will discuss with State upper Main Street sidewalks.

CTC hearing Nov. 4? Interregional Transportation Improvement Program (ITIP) hearing week prior, maybe 15 minutes, no comments. Unsure how south state hearing went.

Dermody didn't attend; maybe best not to write anything as discussed earlier, fly under radar.

4. **COMMISSIONER REPORTS: Richardson**: Electric cars seen on 395. Article on new airline Surf Air from Santa Barbara, Monterey, Los Angeles, San Diego looking for place to come, nice add-on to Alaska Air flights. Scheduled flights but could buy in on turbo prop eight-passenger. Surf to ski?! **Hogan**: None. **Johnston**: Visited other end of Hwy 6 in Provincetown, MA, with sign: Bishop 3,000 mi. **Holler**: Excited to be moving snow. **Fesko**: Thanked Caltrans (CT) for North County work, repainting, etc. Move Antelope Valley overlay to Nevada from 2017 to 2016? Little Walker River project was moved up. Dermody: Will move up if can; State Highway Operation & Protection Program (SHOPP) project. Fesko: Torrential rains created potholes. **Stump**: Thanked CT for work on US 6 after intense Oct. 18 thunderstorm flooded Chalfant community, CT working on culverts, draining ditches. House passed long-term highway bill, as did Senate, but combined with something else. House took seven years to get to this point. Co-sponsored by representatives of both parties.

5. LOCAL TRANSPORTATION

A. **US 6 flooding and drainage issues**: Ryan Dermody introduced Craig Holste and Greg Miller. Unusual storm events in May and June, with flooding. Few weeks ago Tehachapi's one in 1,000-yr storm with 3.5" in 45 minutes brought debris and mud out of canyons. Flooding in Death Valley, 15-20 min storm in Chalfant, 2" rain. Showed map with water flow across or alongside US 6. Intense storms cause mud flow that fills up channels and culverts. Clean culverts, grade along shoulders. Crews out daily since Oct. 18. Richardson noted water crossed a mile north of Chalfant.

Johnston cited giant V diversion to divert water around Keeler. Apply here? No drainage easements, cooperate with BLM. Holste will look at it. Water still crosses or runs along US 6. In 2002, could handle 25-year storm. Raise highway profile with viaduct or bridges to handle mud flows. Hydraulics engineer could include in thought process. Stump met with Holste last week. BLM's Dale Johnson and Steve Nelson made commitment to cooperate, look at BLM land that produces erosion channels and consider something to slow flow. BLM learned of issue at Collaborative Planning Team meeting Oct. 29. USFS offered to help.

Higerd noted Mono and Federal Emergency Management Agency (FEMA) have last five years identified and remapped flooding in Tri-Valley, new maps into effect in 2012, showed fan is a long-known special flood-hazard area. Entire Tri-Valley has continuous alluvial fans all way along from east and west, middle riverine channel flows south. Milner fan is special flood hazard area, risk > 1% chance flood. FEMA maps show standard depth, fans unpredictable. Base flood elevations exist. Public process prior to 2012, lots of communication with Tri-Valley residents, rash of contact after July and October floods. Problem with all solutions is cost. Bottom land where water wants to flow is hard to go around, stop. Design gets expensive really fast.

Have building codes changed? Higerd said no, but flood maps didn't apply before. SFRs in Chalfant were built on slab, right on ground. Elevated homes not inundated in last two events.

Is Mono looking at building requirements there? Higerd replied yes. Development may not implement drainage requirements. Stump noted water flows into subdivision. Burns recalled Mize integrated flood study into subdivision plan.

6. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA)**: Jill Batchelder presented quarterly operating statistics and passed out visitation analysis. Trolley and Reds Meadow routes were up. Meeting or exceeding all except smaller routes. Overall, robust summer. Changed evening Mammoth Express a month ago to 5:15 p.m., adjusted Reno departure 20 minutes earlier. During delay incidents, brought in supplemental bus. Added a couple of passengers; not robust at this time.

Pickup at McDonald's accommodated by routes in town? John Helm said all go within a block of McDonald's. Danna Stroud encouraged participation in connectivity between urban and Eastern Sierra. Helm noted Greyhound has connection with YARTS. Was in Denver last week about Greyhound connections with ESTA. Certifications required by FHWA not recognized for ESTA. Greyhound thought it could work around to partner and get insurance recognized. People can ticket through to destination. Red Line starts Nov. 20. Currently, trolley takes riders to Village to connect with a Mountain bus.

B. **Yosemite Area Regional Transportation System (YARTS)**: Scott Burns reported Mono's ridership off 9%, possibly due to Mariposa Grove rehab, free hiker buses, and fires. Early discussion with Alaska Air, maybe package with YARTS. Improving electronic ticketing, new vendors. Fresno numbers not great in its first year. Oakhurst is generating most riders, despite opposition to YARTS.

7. CALTRANS

A. State Highway Operation & Protection Program (SHOPP) projects: Dermody mentioned Sheep Ranch shoulders, Inyo/Mono rumble strips and signs, and Little Walker shoulders. Scrambling to fit into certain years where funding exists. Fesko asked about shoulders at Devils Gate. Dermody noted EIR on project, time for comment at public meetings.

North Sherwin project? Dermody noted no longer rehab, so doesn't qualify. Instead, shoulder widening. Pilot projects with long lead, awaiting reply. Original project gone. Sometimes widening leads to other projects. Penalized for good roads. Widen center median? Unlikely. Funding levels changed.

Anything in new highway funding for things in right of way? Dermody mentioned environmental streamlining. CT has to do CEQA and NEPA, with different rules. Conflicting outcomes.

Wildlife projects? Dermody cited feasibility study report in June (meetings with CDFW not yet happened), then shop for funding. Wildlife corridors starting to rise, may have funding pot to go after.

B. Draft SR 89 Transportation Concept Report: Ryan Dermody introduced Jacob Mathew, who compiled report. Comments due by Dec. 1.

Fesko looked at strategies in report. Closed circuit good idea. SR 89 originally was to be year-round highway. When closed, it blocks Markleeville residents. Discuss with Alpine supervisors, re-examine year-round concept, take to Caltrans.

Antelope Valley RPAC? Fesko cited no quorum for December, no January meeting. Do email for input. Contact Le Francois.

Johnston stated SR 89 is noted prominently for cycling. Space in some places for climbing lanes. When redo guardrail, widen a foot or so for pedals and handlebars. Stripe so roadway center is not at center of pavement. Added 4' shoulders to Rock Creek and Convict Lake. Feasible, not costly. Cyclists use to train for Death Ride. Nice to have place for cyclists when meeting RVs. Even half of SR 89 would be huge. Downhill not as important. Mono has successfully done it.

Mathew stated SR 89 is 45 miles. Dermody indicated full-blown environmental studies needed.

Johnston stated Eastside Velo appreciates work on flat projects. Rumble strips included? Other states embed rumble in fog line.

Stump mentioned recently amended truck traffic on SR 108. Something similar for SR 89? Mathew stated it was not as much an issue.

C. Activities in Mono County: Ryan Dermody thanked Mono Supervisors for concerns with noticing of ordinance on truck prohibition. Not require 10-day notice, not ready for Sacramento. Maybe after winter.

Dermody recalled in 1996-97 District 9 was absorbed into central region to work out of Fresno. Issues with designs for Fresno existed, but not Mammoth or June. CT District 9 has been released from central, independent, now reports to Brent Green. Historically, Eastern Kern was part of District 9, so part of release includes three-year transition to District 9. New day for innovation, not solely traffic; maintenance, whatever. Maximize resources to get things done. Pilot project for California, pressure to make sure it works. USFS was there when announced, as well as maintenance staff.

Crestview rest area? Holste noted shortened closures, open during drought years. Even with El Nino, will do best to keep open throughout winter. Need to upgrade with heated sidewalks, roof that sheds snow.

Johnston thought it ironic that most important safety time to be open is snow season, refuge to escape till things clear. Better during worst of times. Only rest area in county. Holste stated it gets trucks off road to safe spot.

8. QUARTERLY REPORTS

A. Town of Mammoth Lakes: Grady Dutton noted bike path got \$147,000 grant, environmental stages first, archaeological more rigorous than anticipated (\$150,000 cost). Lake George connector bids open today, construction after snow melts. Main Street sidewalks next summer, hopefully. Airport fence and wildlife assessment: Met with Federal Aviation Administration, happy moving forward, design next fiscal year, construction year after. Caveat: Discretionary funds. Far fewer incidents within airport boundary, terminal even more important.

Minaret gap undercrossing? How decided not important? Johnston cited undercrossings elsewhere, safe way to handle. Dutton found out still on plan, but no funding. Agreed on importance.

How about Measure R or Measure U? Signage funding? Dutton has construction docs for most of that.

B. Mono County: Garrett Higerd noted busy construction season maybe broke all-time record of dollars spent on Mono roads: Rock Creek, Convict Lake, and June Lake close to \$20 million in last two years. All three near completion. Innovative projects with Inyo National Forest and Federal Highway Administration: uphill bike climbing lanes. Drainage problems corrected between June and Gull lakes. Worked with property owners, Caltrans to get major improvements. Installed 17 catchment basins with concrete ribbon gutters to capture "first flush." Oil slick after rain. Low groundwater due to drought. Permits with Lahontan and CDFW. Countywide road maintenance (fog seals, striping, crack seals) to keep roads in good shape starting environmental review (NEPA and CEQA) in 2016. Airport Road not programmed this fiscal year; federal project. Lots of smaller future projects.

C. Caltrans: Ryan Dermody covered most above. Hoping for funding to widen shoulders by Tom's Place.

9. INFORMATIONAL

A. Watch out for wildlife week: Information on examples throughout state.

Wildlife fatalities? Dermody: Analysis in June. Collecting data since '60s or '70s. Better data since 2010. Green Church fatalities higher than Sonora Junction area. CHP does not record unless major accident. Le Francois: District 9 section in RTP has map and data. Hogan: Overcrossings in Nevada and undercrossings in other Great Basin states. Look at innovative ideas.

B. Roundabouts increasingly popular: Meridian roundabout proposed 20 years ago. Happening? Address intersection, evaluating curving grade coming down, amount of traffic. Right solution at that location? Tough spot no matter what. Look at specific intersections.

10. **UPCOMING AGENDA ITEMS:** 1) RTP adoption, cert EIR; 2) RTIP adoption; 3) amendment to OWP budget; 4) Johnston: recognition for engineering on three costly projects, Higerd mainly; 5) Johnston: Long-term goal of using self-weathering steel guardrail on Mono roads to set Mono apart, discussion of cost issues. Higerd: New options such as bridge treatment at Convict Lake. See how withstands scratches, dents. Richardson: Core-10 steel is brown, self-rusts.

11. **ADJOURN** at 11:09 a.m. to December 14, 2015

Prepared by CD Ritter, LTC secretary

Mono County Local Transportation Commission

Resolution of Appreciation

Concerning major road rehabilitation projects in Mono County

WHEREAS, in his role as County Engineer, Garrett Higerd has become proficient at applying for, securing and managing a variety of funding sources for priority road projects; and

WHEREAS, during the 2014 and 2015 constructions seasons, the results of Garrett's efforts have become apparent via completion of the Chalfant Streets, June Lake Streets, Rock Creek Road and Convict Lake Road rehabilitation projects; and

WHEREAS, as project manager, Garrett tapped a network of local resources to navigate the complex field of requirements and regulations to deliver these priority road projects, with key County resources including Kelly Garcia (grant applications), Stacey Simon (legal), Gerry Le Francois (environmental), Phil Touchstone (inspections), Paul Roten (trouble-shooting), Walt Lehman (easements), Mary Clark (accounting), Judy Curti (accounting) and the Lee Vining and Crowley Lake road crews (crack sealing); and

WHEREAS, Garrett actively engaged land owners and citizens to ensure local needs were addressed, including outreach to the June Lake Citizens Advisory Committee, the Long Valley and Chalfant RPACs (Regional Planning Advisory Committees); and the Mono County Planning Commission, Board of Supervisors, and Local Transportation Commission; and

WHEREAS, collaboration and coordination with other agencies was essential, particularly the efforts of Wendy Longley and Sharon Armstrong of the Federal Highway Administration on the Rock Creek and Convict Lake projects; and

WHEREAS, project success was contingent on performance excellence of construction firms, including Ace General Engineering, Qualcon Contractors, Construction Specialty, Sierra View Equipment, and LB Civil Construction in completing improvements.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission awards this resolution of appreciation to Garrett Higerd, and all other staff, agencies and consultants contributing to the success of these priority road projects in Mono County.



Awarded December 14, 2015

Mono County LTC

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

Mono County Community Development Department

P.O. Box 347
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(760) 924-1800, fax 924-1801
commdev@mono.ca.gov

Planning Division

P.O. Box 8
Bridgeport, CA 93517
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December 14, 2015

To: Mono County Local Transportation Commission

From: Gerry LeFrancois, Principal Planner
Wendy Sugimura, Associate Analyst
Scott Burns, Director

Re: Public Hearing on the 2015 Mono County Regional Transportation Plan, Responsible Agency findings under the California Environmental Quality Act, and Mitigation, Monitoring, and Reporting Program

RECOMMENDATIONS

1. Conduct a public hearing on the 2015 Regional Transportation Plan (RTP) Update and the Responsible Agency findings under the California Environmental Quality Act (CEQA) for the Final Environmental Impact Report (FEIR), and receive any additional public comments;
2. Deliberate the project, findings, and statement of overriding considerations; mitigation, monitoring, and reporting program; and additional public comments; and make any desired modifications;
3. Adopt Resolution R15-09 (Attachment #4) making Responsible Agency findings under CEQA; and approving and adopting the Mitigation, Monitoring and Reporting Program and the 2015 Regional Transportation Plan;
4. Direct staff to make administrative edits and corrections as necessary; and
5. Direct staff to file the Notice of Determination.

FISCAL IMPACT

Completion of the 2015 RTP Update has no additional fiscal impact. The RTP is the primary planning document on transportation issues and priorities for the Mono County LTC and provides the policy framework for funding regional transportation projects. Projects must be in the RTP in order to be programmed in Regional Transportation Improvement Program (RTIP) cycles.

ENVIRONMENTAL COMPLIANCE

On Dec. 8, 2015, the Mono County Supervisors certified a Final EIR for a project that includes the RTP as part of the Circulation Element of the Mono County General Plan, among other project components. As a result, Mono County is considered the Lead Agency for the project and the Mono County LTC is a Responsible Agency under CEQA. The FEIR and MMRP are applicable as relevant to the scope of the RTP and, consistent with CEQA, monitoring will be coordinated with Mono County. The Final EIR is available online at <http://monocounty.ca.gov/planning/page/eir-2015-updates-and-repeal-conway-ranch-specific-plan> and has been provided to commissioners digitally. Hard copies are available at the Mono County Community Development Department (760-924-1800) by request.

RTP/RTIP CONSISTENCY

This RTP update remains consistent with the general direction of the past RTP, and ensures current information, issues, policies, and projects are included.

BACKGROUND

The RTP is a long-range planning document that encourages and promotes the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with land use planning, will serve the mobility needs of goods and people. The RTP Update applies to the unincorporated county and the town of Mammoth Lakes, serves as a portion of Mono County's Circulation Element in the General Plan, and supersedes and replaces the currently adopted RTP. The RTP appendices include the Mono County Bicycle Transportation Plan, the Mono County Trails Plan, and the Regional Blueprint.

The Mono County LTC has reviewed and provided direction on several iterations of the 2015 Regional Transportation Plan Update, including workshops and discussion at the following LTC meetings: September 2015, January 2015, December 2014, and November 2014. The staff report and PowerPoint presentation from the September 2015 meeting are attached for reference (Attachment #1). The final draft of the RTP for adoption consideration is available at <http://monocounty.ca.gov/planning/page/mono-county-general-plan-update>, has been provided digitally to commissioners, and hard copies are available by request at the Mono County Community Development Department (760-924-1800).

In addition, the following outreach meetings, which included presentation of the RTP, were held during the months of August-October:

- Eight Regional Planning Advisory Committees (RPACs): Antelope Valley, Bridgeport, Mono Basin, June Lake, Long Valley, Paradise, Benton/Hammil, and Chalfant;
- A special meeting in Mammoth Lakes for town residents;
- Mono County Planning Commission;
- Mono County Collaborative Planning Team; and
- Three separate Spanish outreach meetings: Bridgeport, Lee Vining, and Mammoth, with translation provided by Mono County Public Health Department staff.

The anticipated adoption schedule for the RTP is constrained by a deadline of Dec. 15. The LTC must adopt the RTP Update in order to submit the Regional Transportation Improvement Program (RTIP) by Dec. 15.

DISCUSSION

Comments on the RTP were received via: 1) letters and emails during the Draft EIR comment period (July 31 – Sept. 29, 2015); and 2) review by the Mono County Planning Commission and Board of Supervisors.

A total of 14 letters was received during the DEIR comment period, with two more letters received after the deadline. Responses to all letters received during the EIR comment period, including late letters received before Oct. 31, are provided in the FEIR.

Although technically only responses to environmental issues are required under CEQA, the County chose to use the FEIR as a forum to respond to all comments. Therefore, detailed explanations and modifications regarding the 2015 RTP Update are included in the FEIR and summarized on pages 12-15. A "track changes" version of these modifications to the RTP, including edits made during review by the Mono County Board of Supervisors and the Planning Commission (Attachment #3), is available at the online address above. The following summarizes comments in the Final EIR relevant to the RTP:

- Great Basin Unified Air Pollution Control District (p. 17-22): redesignation of the Mammoth Air Basin to attainment for PM₁₀, limits on vehicle miles traveled (VMT);
- California Department of Transportation (Caltrans) District 9 (p. 44-65): numerous technical edits, clarifications, and data and jurisdictional ownership corrections. In addition, further discussion with Caltrans due to the County's response resulted in further changes to the RTP (Attachment #4);
- Shawn Ray, Paradise resident: comments on recreational facilities and infrastructure such as bicycle climbing lanes, infrastructure, and foot paths;
- Mono Lake Committee (p. 84-110, see subsection 4.2 Regional Transportation Plan and Circulation): wildlife collisions, and Mono County bicycle system; and
- US Fish & Wildlife Service (p. 121-130): wildlife collisions and carcass disposal, and paving of roads.

The modification made to the RTP by the Mono County Board of Supervisors and Planning Commission during the General Plan Update review and approval process are extracted for the Commission in Attachment #3. These modifications include additional input by Caltrans District 9.

Finally, the Mono County Board of Supervisors requested language regarding the use of self-weathering steel or similar materials for aesthetic and maintenance purposes in transportation projects. The following policy is hereby proposed:

[**Objective 10.B.5.** To reduce long-term maintenance costs and protect visual resources consistent with Policy 6.A., utilize self-weathering steel or similar materials when feasible in transportation projects.](#)

[**Time frame:** Ongoing over the 20-year time frame of this plan.](#)

(For reference, Policy 6.A. states "Develop and maintain roads and highways in a manner that protects natural and scenic resources.")

COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Sandra Bauer of Bauer Planning & Environmental Services Inc. is the lead consultant for the environmental documentation and compliance with CEQA. James Paulus, Ph.D., conducted a biological assessment for specific areas of the county in support of the EIR and to facilitate future streamlining, provided policy development recommendations, and responded to comments specific to biological resources. Jeff Henderson with Michael Baker International (formerly known as PMC) prepared the Resource Efficiency Plan for the County in support of General Plan policies and the EIR, to facilitate future streamlining under CEQA §15183.5, and assisted with response to comments related to air quality and greenhouse gas emissions.

The CEQA presentation Ms. Bauer gave to the Mono County Board of Supervisors is provided in Attachment #5 and includes the timing, Scoping and Notice of Preparation, the Draft Environmental

Impact Report (DEIR), DEIR comments and County responses, and the Final EIR, including significant and unavoidable environmental effects, areas of controversy, and the alternatives considered.

This staff report has been reviewed by the LTC executive director. Please contact Gerry LeFrancois (760-924-1810, glefrancois@mono.ca.gov) or Wendy Sugimura (760-924-1814, wsugimura@mono.ca.gov) with any questions.

ATTACHMENTS

1. Staff report and PowerPoint presentation from Sept. 2015 LTC project workshop
2. Public Hearing notice published in newspapers of record
3. Modifications to the RTP during review by the Mono County Board of Supervisors and Planning Commission, and suggested by Caltrans District 9
4. CEQA presentation by Sandra Bauer
5. Resolution R15-09 with Exhibit A: Findings and Statement of Overriding Considerations

Note: Project documents and the Final EIR are provided to commissioners separately in a digital format and as hard copies by request. The public may request a CD or hard copies by calling 760-924-1800, or download the files from <http://monocounty.ca.gov/planning/page/mono-county-general-plan-update>

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Staff Report

September 14, 2015

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Principal Planner
Wendy Sugimura, Associate Analyst

SUBJECT: 2015 Regional Transportation Plan (RTP) Update and DEIR Workshop

RECOMMENDATIONS:

Discuss and provide any desired changes to staff for the 2015 Regional Transportation Plan update.

FISCAL IMPLICATIONS:

The RTP is the primary planning document on transportation issues and priorities for the Mono County LTC and provides the policy framework for funding regional transportation projects. Projects must be in the RTP in order to be programmed in Regional Transportation Improvement Program (RTIP) cycles.

ENVIRONMENTAL COMPLIANCE:

A Draft Environmental Impact Report (DEIR) covering the RTP as well as Mono County's associated General Plan Update (GPU) was released for public review and comment on July 31, 2015. The comment period closes on September 29, 2015 at 5 pm.

RTP / RTIP CONSISTENCY:

This RTP update remains consistent with the general direction of the past RTP, and ensures current information, issues, policies, and projects are included.

DISCUSSION:

The Regional Transportation Plan (RTP) has been discussed several times by the Commission over the past two years and is part of Mono County's General Plan Update, which was released for public review and comment on July 31, 2015 along with the Draft Environmental Impact Report. The Commission has provided RTP language edits in the past, and Regional Planning Advisory Committees (RPACs) throughout Mono County have edited their area policies. While further comments from the Commission on the RTP are being sought, this staff presentation will primarily focus on the integration of the RTP and General Plan, and the DEIR. Therefore, slides 1-18 in the attached presentation are primarily background information and won't be covered in depth unless the Commission has questions. The presentation will essentially start from slide #19 to cover new information.

As part of the General Plan Update, the RTP is also being taken to the County RPACs one more time for input, and outreach meetings in Spanish have been scheduled in Bridgeport, Lee Vining, and Mammoth. The Planning Commission is anticipated to hold a public hearing to make a recommendation to the Mono County Board of Supervisors in November, and a public hearing before the Board to adopt the General Plan and certify the EIR is anticipated for December. The LTC is anticipated to consider adoption at the December 14 meeting. Of special note is the 2016 Regional Transportation Improvement Program (RTIP) cycle requires the RTP be adopted by December 15.

Attachments: 1. 2015 RTP Powerpoint presentation
2. DEIR Executive Summary

LOCAL TRANSPORTATION COMMISSION DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Overview and Purpose of the Regional Transportation Plan

The purpose of RTPs is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.

- For Mono Co, serves two purposes as required by state law – Regional Transportation Planning Agency (RTPA or LTC) and the Circulation Element of the General Plan
 - With the 2015 General Plan Update, the Circulation Element also includes separate policies on communications and facilities.

1

LOCAL TRANSPORTATION COMMISSION DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Overview and Purpose (cont.)

- RTP provides a clear vision of the regional transportation goals, policies, objectives and strategies.
- Provides an assessment of the current modes of transportation and the potential of new travel options within the region.
- Identifies and documents specific actions necessary to address the region's mobility and accessibility needs.

2

DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

RTP Chapter outline

- 1) Planning Process
- 2) Needs Assessment
- 3) Regional Policy Element
- 4) Community Policy Element
- 5) Action Element
- 6) Financial Element



3

DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

RTP outline (cont.)

Appendices

- Traffic demand
- Scenic Highways
- Potential Projects
- County Road Maps
- Regional Blueprint
- Trails Plan
- Bicycle Plan



4

DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Chapter 1: Planning Process - page 93

- Authority & Purpose of Plan
- Coordination with Applicable Plans & Programs
- Public Participation
- Documents Incorporated by Reference



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DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Chapter 2: Needs Assessment - page 99

- Assumptions on population growth, land use, economic factors
- Overview of existing transportation network in TOML and County
- Projected needs in TOML and County



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DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Chapter 3: Regional Policy Element - page 168

- Land use issues
- Economic factors
- Resource Efficiency (GHG p. 171)
- Environmental issues
- Livable communities
- Operational Improvements
- Active & Non-motorized transportation (p.182)
- Transit
- Parking
- Aviation
- Plan Consistency
- Public Participation



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DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Chapter 4: Community Policy Elements - page 191

- Antelope Valley (p. 192)
- Swauger Creek/Devils Gate (no changes)
- Bridgeport Valley
- Bodie Hills (no changes)
- Mono Basin
- Yosemite (LTC changes)
- June Lake
- Mammoth Vicinity/Upper Owens (no changes)
- Long Valley
- Wheeler Crest (no changes)
- Paradise (new - p. 222)
- Tri-Valley
- Oasis (no changes)
- Town of Mammoth Lakes – Mobility Element



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RTP: ANTELOPE VALLEY POLICIES

- Develop a main street plan for Walker with enhanced wayfinding
- Develop a common main street theme and design characteristics
- Improve pedestrian and bicycle facilities
- Seek funding for main street with business owners, Caltrans, and the RPAC



RTP: BRIDGEPORT POLICIES



- Safety: shoulder widening, specific intersections, left turn lane for Virginia Lakes, parking, speed reduction/enforcement
- Trails planning, wayfinding, and recreation (including winter), and improve visitor experience (e.g. SR 270)
- Main Street Revitalization: maintain two travel lanes, multi-modal improvements, aesthetic appearances, visitor center, monument signs, Walker River bridge, banner across US 395
- Multi-modal facilities: bike lanes on SR 182 and Twin Lakes Road, pedestrian/bicycle lanes on County roads
- Explore opportunities for combined-use roads (Trails Plan)

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RTP: MONO BASIN & YOSEMITE POLICIES

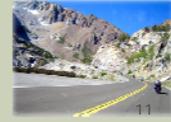


Mono Basin

- Road system operation and safety improvements
- Complete streets and trails: accommodate bicyclists, pedestrians & equestrians
- Streetscape and Main Street design
- Specific issues: parking, airport opportunities, road shops, transit (YARTS)

Yosemite

- Relationship to gateway communities, improve visitor experience
- Specific issues: congestion, access, Mono Yosemite Trail, YARTS
- S.R. 120 (Tioga Road): opening/closing, interpretive opportunities, bicycling



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RTP: JUNE LAKE POLICIES



- Road system: improve safety, design, function, capacity, maintenance, aesthetics, environmental protection
- Scenic highway: enhance facilities and visitor assistance, branding
- Connectivity between Rodeo grounds, Village, June Mountain, Down Canyon
- Multi-modal: emphasize travel by foot, bicycle, stock, transit
- Parking: meet demand, required parking for SFR reduced from 3 to 2
- Snow management on roads
- Emphasis on trails – Countywide trails plan & June Lake trails plan
- Specific projects in the RTP appendix, and Bicycle Transportation Plan, and Trails Plan

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RTP: LONG VALLEY POLICIES

- Regional trail system, and provide for all users (bicyclists, pedestrians, equestrians)
 - Specific trail segments of interest are noted
 - Within community, use existing trails and pathways for connectivity
 - Explore winter recreation opportunities
 - Lower Rock Creek/US 395 intersection, traffic calming, etc.
- Roadway safety improvements
 - Lower Rock Creek/US 395 intersection, traffic calming, etc.
- Multi-modal circulation system: shoulders for walking, bike lanes, transit



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RTP: PARADISE POLICIES

- Focus on pedestrian and bicycling facilities, and overall safety
 - Lower Rock Creek Road bicycle climbing lane
 - Footpaths along Lower Rock Creek Road
 - Rehab projects to consider bike/ped improvements, prioritization of improvements
 - Traffic calming
- Continue to explore improvements to US 395 and Lower Rock Creek Road intersection



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RTP: TRI-VALLEY

- Safe and convenient transportation system
 - Blowing dust issues, highway improvement, safety, main street, development related planning issues (e.g., emergency access)
 - Removed landing strip for in Hammil
 - Bike route from Inyo Co. line to SR 120, and Chalfant to Fish Slough
 - Feasibility of rest stops/turnouts
 - Consider scenic highway/byway designation



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RTP: TOWN OF MAMMOTH LAKES POLICIES

- Mobility Element



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DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Chapter 5: Action Element - p. 236

- Plan Implementation and Review - Performance Measures - p. 239 (2016 STIP guidelines)
- Active Transportation Program - combine revised & current ped/cycle policies into ATP section



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DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Chapter 6: Financial Element - page 246

- Funding (2016 STIP or lack there of)
- Appendix C - Potential Projects p. 278
- Appendix D - Current Programming & Financing p. 282 & 300



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DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Appendices F, G, & H - page 246

- F: Mono County Regional Blueprint - p. 314
- G: Trails Plan - p. 321
Future funding (ATP and/or STIP)
- H: Bicycle Transportation Plan - p. 337
Future funding (ATP and/or STIP)



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RTP/GPU INTEGRATION

- Land Use Planning
 - Blueprint and growth modeling / housing
 - Resource Efficiency Plan
 - Compact communities & contiguous development
 - Improve connectivity and efficiency of resident and employee transportation
 - Evaluate greenhouse gas emissions
- Conservation/Open Space
 - Biological assessment and policy recommendations by Dr. Paulus
 - Provides information on road maintenance projects
 - Stormwater management and drainage
 - Wetlands and riparian areas
 - Wildlife corridors and collisions

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DRAFT ENVIRONMENTAL IMPACT REPORT

- Provides for tiering and streamlined processing of future projects
- Potentially significant impacts relating to biological resources, geology, cultural resources, hydrology, recreation, aesthetics, and utilities & public services.



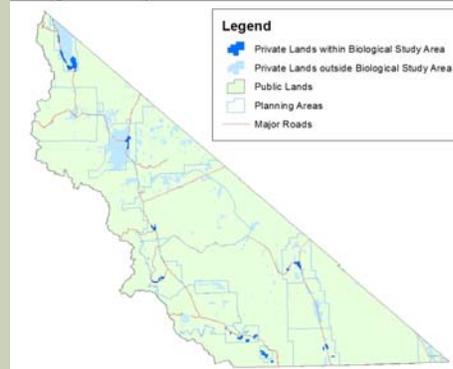
21

DEIR: BIOLOGICAL ASSESSMENT

■ Biological Assessment:

- <http://monocounty.ca.gov/planning/page/rtpgpudeir-technical-studies>
- Covers areas within an adjacent to existing communities
- Includes species and habitats of conservation concern, including mule deer and Bi-State sage grouse
- Provides basis for streamlining

Biological Study Area Overview



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DRAFT EIR: BIOLOGICAL ASSESSMENT

Holland name and CDWF classification number	Alliance and primary association names	acres in study area
upland communities		
Big Sagebrush Scrub 35.110.00	Big Sagebrush Shrubland <i>Artemisia tridentata-Atriplex canescens</i>	1.1
Big Sagebrush Scrub 35.110.01	Big Sagebrush Shrubland <i>Artemisia tridentata-Ericameria nauseosa</i>	44
Big Sagebrush Scrub 35.110.13	Big Sagebrush Shrubland <i>Artemisia tridentata-Ephedra nevadensis</i>	492
Rubber Rabbitbrush Scrub 35.310.00	Rubber Rabbitbrush Shrubland <i>Ericameria nauseosa-Artemisia tridentata</i>	64
bottomlands communities		
Willow Riparian Scrub 61.209.00	Sandbar Willow Thicket <i>Salix exigua-Ericameria nauseosa</i>	0.4
Desert Saltbush Scrub 36.370.00	Torrey Saltbush Shrubland <i>Atriplex torreyi-Artemisia tridentata</i>	3.9
Black Greasewood Scrub 36.400.00*	Budsage Shrubland <i>Sarcobatus vermiculatus-Artemisia spinescens</i>	12
Black Greasewood Scrub 36.400.00*	Black Greasewood Shrubland <i>Sarcobatus vermiculatus-Ericameria nauseosa</i>	43
Black Greasewood Scrub 36.400.01	Black Greasewood Shrubland <i>Sarcobatus vermiculatus</i>	64

Scientific Name Common Name (If Known)	Rank or Status ENFS CNDDB	Flowering Period	Communities Known to Occur in Community
<i>Chrysothamnus nauseosus</i> Shrubby 3-branched sage Sagephlegm on rocks	1B.3	...	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Black Greasewood Scrub
<i>Allium polytrichum</i> var. <i>trichoides</i> Great Basin onion Subterranean herb	2B.3	May-June	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Willow Riparian Scrub
<i>Baccharis artemisioides</i> Buckwheat Sagebrush	1B.3	June-August	Big Sagebrush Scrub Rubber Rabbitbrush Scrub
<i>Artemisia filifolia</i> Sagebrush Sagebrush	2B.3	March-June	Big Sagebrush Scrub Rubber Rabbitbrush Scrub
<i>Chrysothamnus albidus</i> Whorled 3-branched sage Hilltop sage	2B.2	April-May	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Black Greasewood Scrub
<i>Chrysothamnus</i> sp. Sagebrush Herbaceous annual	2B.2	June-July	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Desert Saltbush Scrub Willow Riparian Scrub
<i>Compositae</i> sp. Sagebrush Herbaceous perennial	2B.2	March-June	Big Sagebrush Scrub Rubber Rabbitbrush Scrub Black Greasewood Scrub

Species	CDWF	Rank	Communities Known to Occur in Community
<i>Amelanchier alnifolia</i> Red-flowering dogwood	10C	12	Willow Riparian Scrub Willow Riparian Scrub Torrey Saltbush Scrub
<i>Asplenium platyneuron</i> Rock fern	10C	11	Big Sagebrush Scrub Desert Saltbush Scrub Willow Riparian Scrub Willow Riparian Scrub Torrey Saltbush Scrub
<i>Asplenium platyneuron</i> Rock fern	10C	11	Big Sagebrush Scrub Desert Saltbush Scrub Willow Riparian Scrub Willow Riparian Scrub Torrey Saltbush Scrub
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<i>Asplenium platyneuron</i> Rock fern	10C	11	Big Sagebrush Scrub Desert Saltbush Scrub Willow Riparian Scrub Willow Riparian Scrub Torrey Saltbush Scrub

DRAFT EIR: BIOLOGICAL ASSESSMENT

- Determine plant communities, and sensitive communities, plants and wildlife
- Developer options:
 - Determine presence/absence
 - Assume presence and develop project to fully mitigate impacts
- Benefit: Narrows the study scope and provides detailed information to direct resource studies





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DEIR: BIOLOGICAL RESOURCES

- **Mule Deer:** added policy to reduce wildlife collisions
- **Sage grouse**
 - Projects with the potential for significant impacts must adopt a statement of overriding consideration
 - Examples of design measures to reduce impacts
 - Review of ministerial permits to reduce impacts
 - Continued collaboration on the Bi-State Action Plan and with the Local Area Working Group
 - **Result: Cooperative**
 - Focus on sage grouse and mule deer
 - Federally- and state- listed species: defer to agencies
 - **Results:**
 - Cooperative grant with BLM for up to \$250,000 over 5 years
 - Avoided the listing – for now



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DEIR: GREENHOUSE GAS EMISSIONS

- **Emissions inventory:** Mono County = 0.03% of CA emissions
- **Target:** 10% reduction from 2005 emission levels and ~38 MW renewable energy generation from geothermal
- Provides a menu of GHG reduction measures that includes
 - CARB compliance for County heavy-duty off-road vehicles
 - Increased transit
 - Increased walkability and connectivity within communities
 - Increased bicycling and trail opportunities



Facilities	Public lighting	Vehicle fleet & equipment	Solid waste	Employee travel
Greenhouse Gas Emissions				
1,410 MTCO ₂ e	50 MTCO ₂ e	1,800 MTCO ₂ e	10,230 MTCO ₂ e	1,560 MTCO ₂ e
Resource Consumption				
Electricity: 1,585,200 kWh	Electricity: 180,400 kWh	Fuel: 176,490 gallons	Landfilled: 970 Tons	Commuter: 2,964,550 VMT
Propane: 167,830 gallons		Refrigerants: 10 pounds	Methane release: 453 Tons	Business travel: 904,930 VMT

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DEIR: ALTERNATIVES

1. No Project
2. **Compact Development:** Increase minimum parcel size outside communities, increase density within communities
3. **Proactive Resource and Biological Policy:** More aggressive policies for resource efficiency and biological conservation that were not recommended due to potential infeasibility.
 - EIR recommends vetting through communities
 - Menu structure: Provides ability to pick and choose specific policies for inclusion or vetting



DRAFT REGIONAL TRANSPORTATION PLAN (RTP)

Comments/Questions?

- **Adoption:** Part of General Plan Update process and 2016 RTIP process
- **July 2015:** Planning Commission workshop
- **July 31, 2015:** RTP/GPU and Draft EIR released
- **September:** Outreach – communities, LTC, Board of Supervisors
- **September 29 at 5 pm:** Close of DEIR comment period
- **November:** Planning Commission Public Hearing
- **Early December:** Board of Supervisors Public Hearing
- **December 14:** LTC adoption – RTP must be adopted by Dec. 15 for 2016 RTIP cycle

MONO COUNTY RTP/GENERAL PLAN UPDATE DRAFT EIR



SECTION 2.0

EXECUTIVE SUMMARY

2.0 PURPOSES OF THIS DRAFT EIR

The County of Mono, as Lead Agency, determined that the 2015 *RTP/General Plan Update* is a 'project' as defined in the CEQA Guidelines, and requires the preparation of an EIR. In compliance with CEQA, this Draft EIR has been prepared to analyze the potential environmental effects associated with implementation of the project. The EIR has been prepared to fully inform decision-makers in the county, responsible and trustee agencies, interested organizations and the general public of the potential environmental consequences associated with approval and implementation of the Draft *RTP/General Plan Update*. A detailed description of the proposed project, including the project setting, project components and characteristics, project objectives, discretionary actions, and how the EIR will be used, is provided in EIR §3.0 (Project Description).

2.1 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses the full range of potentially significant environmental impacts associated with the proposed *RTP/General Plan Update* that are known to the county, were raised in comments on the Notice of EIR Preparation (NOP) scoping process, or were raised during preparation of the Draft EIR. During the NOP process, three comment letters were received from interested agencies (Lahontan Regional Water Quality Control Board, California Department of Parks and Recreation, and California Department of Transportation). The comments are summarized in EIR §1.0 (Introduction) and provided in EIR Appendix B. Significant effects identified in this EIR include impacts pertaining to biological resources, soils and geology, health and safety hazards, cultural resources, hydrology, recreation, aesthetics, and public services. Although the residents and communities of Mono County hold a wide range of goals for long-range planning (as identified throughout this EIR), the *RTP/General Plan Update* has been a community-based process, and there are no known unresolved issues or areas of controversy at the time of this Draft EIR release for public review.

2.2 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives to the project or to the location of the project that would reduce or avoid significant impacts, and that could feasibly accomplish the basic objectives of the proposed project. EIR §6 (Alternatives) identifies two alternatives that were rejected from detailed consideration (one pertaining to water reclamation, and one pertaining to transportation) as well as three alternatives that were analyzed and compared to the project as proposed, including:

- **Alternative 1: No Project Alternative.** Under Alternative 1, the County would not adopt the Draft *RTP/General Plan Update*. The existing 2001 Mono County *General Plan* (all elements) and the 2008 RTP (with 2013 updates) would continue to be implemented as at present, and no changes or other planning initiatives would occur until subsequent proposals are formulated, evaluated under CEQA, and considered for approval by the Mono County Board of Supervisors and other responsible and trustee agencies.
- **Alternative 2: Compact Development Alternative.** Both the existing and the proposed *RTP/General Plan Update* reflect a long-standing priority of Mono County to direct growth to existing communities. Opportunities remain

that would enable this goal to be more fully realized. Alternative 2 considers a series of steps that would curtail development outside of community areas through increased minimum acreage requirements for subdivisions, agricultural lands and other similar uses, and through higher development density allocations within defined community boundaries.

- Alternative 3: Proactive Resource and Biological Policy Alternative. During the course of the *RTP/General Plan* update, the county considered a wide range of potential policies for each of the General Plan Elements. The County ultimately recommended policies for each *General Plan Element* based on an assessment of their ability to feasibly achieve the stated project objectives. At the same time, it was recognized that some of the excluded policies had substantial merit, and warranted consideration. Alternative 3 presents and describes policies for resource efficiency and biological conservation that were considered and found meritorious but ultimately not recommended due to potential infeasibility.

EIR §6 provides, in Table 6-2, a comparative analysis of the proposed project and each of the three analyzed project alternatives. The comparison uses a numerical scoring system to assess how each alternative compares to the proposed project in terms of meeting project objectives and avoiding or minimizing potentially significant impacts. Scoring provided in Table 6-2 indicates that No Project Alternative would be least effective at meeting project objectives and least effective at avoiding or reducing significant effects. Alternative 2, the 'compact development alternative,' would be environmentally superior to the proposed project. Alternative 3 would also be environmentally superior to the proposed project, though to a lesser degree than Alternative 2. Alternatives 2 and 3 are not recommended at the present time, however, because the underlying concepts were not presented to the community RPACs for discussion during development of the draft General Plan and were not among the land use scenarios developed by the RPACs for consideration in the current update. This EIR recommends that the county present the concepts underlying Alternatives 2 and 3 for future discussion among RPAC and community planning groups. If the discussions indicate that these changes are broadly supported, it is recommended that the County incorporate the revisions in a future General Plan amendment.

2.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

This EIR focuses on the significant environmental effects of the proposed *RTP/General Plan Update*, in accordance with the CEQA Guidelines. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. The environmental impacts of the proposed project, the impact level of significance prior to mitigation, the proposed mitigation measures to mitigate an impact, and the impact level of significance after mitigation are summarized in Table 2-1.

TABLE 2-1: Executive Summary of Project Impacts and Mitigation Measures			
ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE WITHOUT MITIGATION	MITIGATION MEASURES	RESULTING LEVEL OF SIGNIFICANCE
§4.1 LAND USE AND PLANNING			
4.1(a) Physically divide an established community	Less than Significant	Mitigated to the greatest feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.1(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	Mitigated to the greatest feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
§4.2 REGIONAL TRANSPORTATION PLAN AND CIRCULATION			
4.2(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and all relevant components of the circulation system.	Less than Significant	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.2(b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures.	Less than Significant	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.2(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	No Impact	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	No Impact
4.2(d) Result in inadequate emergency access or design hazards.	Less than Significant	Mitigated to the feasible extent through RTP/General Plan Policies and Actions. No supplemental mitigation measures are recommended.	Less than Significant
4.2(e) Conflict with adopted policies, plans, or programs for public transit, bicycle, parking/pedestrian facilities, or decrease safety or performance of such facilities.	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact

§4.3 AIR QUALITY, CLIMATE CHANGE, GHG EMISSIONS			
4.3(a) Conflicts with or obstructs implementation of the air quality plan or results in a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.3(b) Violates an air quality standard or contributes substantially to an existing or projected air quality violation.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.3(c) Exposes sensitive receptors to substantial pollutant concentrations.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.3(d) Creates objectionable odors affecting a substantial number of people.	Less than Significant	<p>Impacts reduced through RTP/General Plan Policies and Actions. Supplemental recommended mitigations include:</p> <ol style="list-style-type: none"> 1. <i>Among the critical next steps for consideration of a biomass facility at Mammoth Mountain garage, it is recommended that the county work with the biomass team to develop a tight management plan for on-site wood chip storage and handling as a way to avoid serious odor problems and spontaneous wood pile combustion.</i> 2. <i>As one of the critical next steps, it is recommended that the county work with the biomass team to determine the distance and locational relationship between the garage site and nearby residences (or other potentially sensitive uses) with the specific goal of verifying that the distances and conditions (wind, access, noise) are not conducive to future neighborhood complaints about odors.</i> 	Less than Significant
4.3(e) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
§4.4 BIOLOGICAL RESOURCES			
4.4(a) Have a substantial adverse effect, directly or through habitat modifications, on a candidate, sensitive, or special status species as identified in local or regional plans, policies, regulations, or by CDFW or USFWS?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable

4.4(b) Have a substantial adverse effect on a riparian habitat or sensitive natural plant community identified in local/ regional policies, regulations, by CDFW or USFWS?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(c) Have a substantial adverse effect on federally protected wetlands as per Clean Water Act §404 (marsh, vernal pool, coastal, etc.) through removal, filling, hydrological interruption, other means?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(d) Interfere substantially with the movement of a native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede use of native wildlife nurseries?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(e) Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.4(f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan?	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact
§4.5. GEOLOGY, SOILS, MINERALS			
4.5(a) Expose people or structures to potential substantial adverse effects involving: i) Rupture of a known Alquist-Priolo earthquake fault as delineated by the State Geologist or based on other substantial evidence? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.5(b) Result in substantial soil erosion or the loss of topsoil?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.5(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, or be located on expansive soil creating substantial risks to life or property?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.5(d) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant

4.5(e) Result in the loss of availability of a known mineral resource or an identified locally important mineral resource that would be of value to the region and to residents of the state of California?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
§4.5. PUBLIC HEALTH & SAFETY, HAZARDS, HAZARDOUS MATERIALS			
4.6(a) Create a hazard to the public or environment through routine transport, use or disposal of hazardous materials, or release of hazardous materials into the environment, including within 1/4 mile of a school?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(b) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to CGC §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(c) Create a safety hazard for people residing or working in an area located in an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport or private airstrip?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(d) Impair implementation of or physically interfere with an adopted emergency response or evacuation plan?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(e) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.6(f) Expose people or structures to significant risk of avalanche, landslides, destructive storms or winds, rockfall or volcanic activity?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
§4.7. CULTURAL RESOURCES			
4.7(a) Cause a substantial adverse change in the significance of a prehistorical or historical resource?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.7(b) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.7(c) Disturb any human remains or sacred lands, including those interred outside of formal cemeteries?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
§4.8. HYDROLOGY, FLOODING, WATER QUALITY, WATER SUPPLY			

4.8(a) Violate any water quality standards?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.8(b) Violate wastewater treatment or discharge requirements or require new wastewater treatment facilities?	Potentially Significant	Impacts reduced through RTP/General Plan Policies and Actions. Supplemental recommended mitigation includes: <i>1. It is recommended that the County formalize policies consistent with LRWQCB recommendations for controlling the problems associated with septic systems including (a) reevaluate and update the adequacy of existing local regulations for installation and maintenance of septic systems, including applicable criteria from Basin Plan Appendix C; (b) continue to limit the use of septic systems on small-lot, higher density developments; (c) encourage alternative waste treatment systems; (d) encourage & support funding for wastewater treatment plants in outlying areas where water quality problems and/or population density require wastewater collection and treatment.</i>	Significant and Unavoidable
4.8(c) Have insufficient groundwater or surface water supplies to sustainably serve General Plan land uses from existing entitlements, facilities and resources?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.8(d) Alter existing drainage patterns causing substantial erosion, siltation, flooding, polluted runoff?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.8(e) Place housing or structures in a 100-year flood hazard area as mapped on a Flood Hazard Boundary or Flood Insurance Rate Map or other flood delineation map?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.8(f) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.8(g) Expose people or structures to inundation by seiche, tsunami, or mudflow?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
§4.9. RECREATION			
4.9(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant

physical deterioration of the facility would occur or be accelerated?			
4.9(b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
§4.10. AESTHETICS, LIGHT & GLARE, SCENIC RESOURCES			
4.10(a) Have a substantial adverse effect on a scenic vista or scenic including trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.10(b) Substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
4.10(c) Create a new source of substantial light or glare that would adversely affect day or nighttime views?	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable
§4.11. AGRICULTURE, FORESTS, CONSERVATION			
4.11(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, or conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.11(b) Conflict with existing zoning for, or cause rezoning of, forest land or result in the loss of forest land or conversion of forest land to non-forest use?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
§4.12. POPULATION AND HOUSING			
4.12(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact
4.12(b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	No Impact	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	No Impact
§4.13. PUBLIC SERVICES AND UTILITIES			
4.13(a) Create a need for new or modified governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the	Potentially Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Significant and Unavoidable

public services: Police protection, Schools, Other public facilities, services and utilities?			
4.13(b) Result in a wasteful, inefficient, and/or unnecessary consumption of energy?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.13(c) Be served by a landfill with insufficient permitted capacity to accommodate the project’s solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste?	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
§4.14. NOISE			
4.14(a) Expose persons to or cause a permanent or temporary significant increase in ambient noise levels or result in noise levels exceeding standards set by the general plan or noise ordinance or other applicable standards.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.14(b) Expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
4.14(c) Expose people residing or working in the project area to excessive noise levels for a project located in an airport land use plan or (where such a plan has not been adopted) within two miles of a public airport or public use airport or a private airstrip.	Less than Significant	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	Less than Significant
OTHER CEQA TOPICS			
Cumulative Impacts on Agriculture associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Aesthetic and Scenic Values associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Biological Resources associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Cultural Resources associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for	To be determined through future EIR

		Walker River Water Transfer Project Proposal.	
Cumulative Impacts on Hydrology and Water Quality associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Land Use and Planning Associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts on Recreation Associated with Walker River Water Transfer Program	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in forthcoming EIR for Walker River Water Transfer Project Proposal.	To be determined through future EIR
Cumulative Impacts associated with Water Reclamation	Potentially Significant and Adverse	No Water Reclamation projects proposed at this time.	To be determined through CEQA analysis when and if proposed.
Cumulative Impacts associated with Landfill Closure	Potentially Significant and Adverse	Will be mitigated to extent feasible through measures proposed in EIR for Benton Regional Landfill Closure and Replacement Project.	To be determined through CEQA analysis when replacement site is proposed.

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
(760) 924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

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

November 23, 2015

To: The Sheet

From: C.D. Ritter

Re: Legal Notice for the **Thanksgiving** issue

Bill to: Mono County LTC, Attn: Megan Mahaffey, PO Box 347, Mammoth Lakes, CA 93546

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Mono County Local Transportation Commission will conduct a public hearing on **Dec. 14, 2015**, in the Town/County Conference Room (437 Old Mammoth Road, Ste. P), Mammoth Lakes, CA, to consider the following: **9:10 a.m. REGIONAL TRANSPORTATION PLAN UPDATE** to adopt Resolution R15-09 making findings in compliance with the California Environmental Quality Act (CEQA), approving and adopting the Mitigation, Monitoring, and Reporting Plan (MMRP); and adopting the Regional Transportation Plan (RTP). The RTP is a long-range planning document that encourages and promotes the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with land use planning, will serve the mobility needs of goods and people. The RTP Update applies to the unincorporated county and the town of Mammoth Lakes, serves as a portion of Mono County's Circulation Element in the General Plan, and supersedes and replaces the currently adopted RTP. The lead agency for the Final Environmental Impact Report (FEIR) and MMRP is Mono County, and the Board of Supervisors is expected to consider certification and approval of these documents at a public hearing on Dec. 8, 2015. The FEIR and MMRP are applicable as relevant to the scope of the RTP and, consistent with CEQA, monitoring will be coordinated with Mono County. **9:30 a.m. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** to adopt Resolution R15-10 approving the 2016 Regional Transportation Improvement Program (RTIP). The RTIP is a multi-modal listing of capital improvement projects of the Local Transportation Commission. The adoption of the RTIP is exempt from CEQA (guideline section 15276 (a)). The referenced documents and supporting materials for the above projects are available for public review at the Community Development Department offices in Bridgeport and Mammoth Lakes; for more information, call 760.924.1800. INTERESTED PERSONS may appear before the Local Transportation Commission at the public hearing, or prior to or at the hearing file written correspondence with: LTC Secretary, PO Box 347, Mammoth Lakes, CA 93546. Future court challenges to these items may be limited to those issues raised at the public hearing or provided in writing to the LTC prior to or at the public hearing.

###

To: The Mono County Local Transportation Commission

Date: December 14, 2015

RE: ADDITIONAL MODIFICATIONS TO THE REGIONAL TRANSPORTATION PLAN AND ENVIRONMENTAL IMPACT REPORT RESULTING FROM REVIEW BY THE MONO COUNTY BOARD OF SUPERVISORS AND PLANNING COMMISSION, AND CALTRANS DISTRICT 9

The modifications to the 2015 Regional Transportation Plan (RTP) Update and associated Environmental Impact Report (EIR) were the result of review by the Mono County Board of Supervisors and Planning Commission, and additional information and further suggested revisions by Caltrans District 9. The Mono County Board of Supervisors approved these modifications as part of the Mono County General Plan Update on Dec. 8, 2015. These edits are all included in the proposed RTP before the Commission for approval.

REGIONAL TRANSPORTATION PLAN

- **Page 26-27 (truck traffic data)**

- Increased levels of truck traffic on [state](#) highways [is](#) a safety concern. [Highways-US 395 and 6 have been identified as-is an interstate truck routes and experiences heavy truck traffic, and truck traffic on US 6 impacts residential communities.](#) In 2006, medium- and heavy-duty trucks comprised 25% of all traffic within the corridor (this and all further information on truck traffic is from Katz, 2006). Five-axle single- unit trucks made up approximately 80% of all truck traffic. The majority of southbound trucks used US 395 (61%) instead of US 6 (31%). The majority of northbound trucks used US 395 (59%) instead of US 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period between 10 am and 3 pm. Safety concerns focus on the impact of oversized trucks on the safety and capacity of two-lane highway sections and the lack of paved shoulders and adequate sight distances. Narrow shoulders create hazardous conditions if vehicles must pull over for emergencies. Narrow shoulders are also less desirable for bicyclists, especially when being passed by large trucks. The recent four-laning of US 395 in various parts of the county has mitigated safety issues in those areas but concerns about truck traffic remain significant in the Tri-Valley on US 6, a two-lane road with no shoulders.

[Based on Caltrans traffic counts, US 6 truck traffic in 2014 ranged from a high of 644 trucks \(truck average annual daily traffic \(TAADT\)\), or 30% of the annual average daily traffic \(AADT\), at Silver Canyon Road \(PM3.953 Inyo County\) to a low of 207 TAADT, or 23% of AADT, at the Nevada State Line \(PM32.29\). US 395 truck traffic in 2014 ranged from 578 TAADT, or 12.8% of AADT, at SR 203 \(PM 25.75\); 1001 TAADT, or 23.2% of AADT at SR 120 \(PM50.74\); and 384 TAADT, or 10.7% of AADT, at the Nevada State Line \(PM 120.4\). \(Source: 2014 Annual Average Daily Truck Traffic on the California State Highway System, Caltrans.\)](#)

- **Page 28**

... The LTC [is has recently authorized an examiningation of seasonal road closure policies as part of the 2014-15 proposed Overall Work Program, and will seek local input on policy development.](#) Of particular

concern is the potential recreational access that can be provided during low-snow years, together with concerns for ensuring traveler safety. Figure 4 shows the existing highway system in the county.

- **Page 30 (Mountain Passes)**

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

- **Page 40 (adaptation to climate change)**

Climate Change

Potential impacts from climate change in the Eastern Sierra include flooding, a substantially reduced snowpack, ~~and~~ related economic impacts due to declines in tourism, [and impacts to ecosystems and biodiversity](#).¹ There is a need to assess potential related effects on the transportation system, to determine whether there are critical assets that should be protected, and then to develop and implement adaptation strategies to address those potential impacts.

Resource-Efficient Transportation System/Greenhouse Gas Reduction

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference in this RTP; policies and objectives included in the Plan have been included in the policy section of this RTP. [Policies addressing issues related to climate adaptation including flooding, reduced snowpack \(and water availability\), economic issues, and ecosystems and biodiversity, are contained in the Mono County General Plan Land Use Element and Conservation/Open Space Element.](#)

- **Page 42**

[In accordance with state laws and procedures](#), Post and enforce slow speed limits along US 395 within Lee Vining to minimize conflicts with pedestrians crossing the highway. Speeds [in Mono City on US 395 along Mono Lake](#) should also be lowered to minimize conflicts with [in the residential neighborhood-recreational visitors to the lake](#).

- **Policy Edits**

Objective 9.A.7. [Reduce transportation-related hazards such as existing flooding, which may be increased by climate change.](#)

Time frame: [Ongoing over the 20-year time frame of this project.](#)

¹ See [Addressing Climate change Adaptation in Regional Transportation Plans, pages 80-84.](#)
http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/documents/FR3_CA_Climate_Change_Adaptation_Guide_2013-02-26_.pdf#zoom=65. February 2013.

Policy 22.F.2. Explore traffic-calming improvements in Mono City to reduce speed in the residential neighborhood.

Objective 24.D. Provide for safe and consistent access ~~between-through~~ Yosemite National Park ~~and-to~~ its eastern gateway.

Policy 24.D.2. Promote opening the areas along SR 120 to ~~Tuolumne Meadows-Tioga Pass~~ as soon as conditions are safe.

Policy 24.E.1. SR 120 should remain a trans-Sierra highway open to through traffic for as long as ~~conditions the weather~~ allows. Road-opening policies should promote late closures and early openings based on road conditions.

• **Page 181 – Updated Table of SHOPP projects**

<u>Project Name</u>	<u>Route</u>	<u>PM</u>	<u>Construction Cost (\$ in millions, escalated)</u>	<u>Comments/Status</u>
<u>Conway Guardrail</u>	<u>395</u>	<u>60.0/69.9</u>	<u>\$2.6</u>	<u>Remove existing guardrail and install Mid-West Guardrail. District Approval 6/11/15. Program concurrence 7/9/15. Begin environmental 7/1/16.</u>
<u>North Sherwin Shoulders</u>	<u>395</u>	<u>6.8/9.9</u>	<u>\$13.7</u>	<u>Widen shoulders to 10 feet just South of Toms Place. District approval 6/26/15. Waiting for funding</u>
<u>Lee Vining ADA</u>	<u>395</u>	<u>51.1/51.7</u>	<u>\$1.5</u>	<u>Reconstruct curb ramps, driveway openings, repair damaged and non-compliant sidewalk. District approval 6/11/15. Waiting for funding.</u>
<u>Sheep Ranch Shoulders</u>	<u>395</u>	<u>80.5/84.3</u>	<u>\$4.4</u>	<u>Add 8 foot shoulders and treat 4 rockfall locations. Environmental work completed with construction expected in 2017.</u>
<u>Aspen-Fales Shoulder Widening</u>	<u>395</u>	<u>88.4/91.6</u>	<u>\$5.9</u>	<u>Widen shoulders to 8 feet, install rumble strip, correct superelevation at one horizontal curve. Construction 2018.</u>
<u>McNally Shoulders</u>	<u>6</u>	<u>0.0/0.8, 4.3/8.4</u>	<u>\$3.8</u>	<u>Widen shoulders to 8 feet. District approval 6/26/15. Program concurrence 7/9/15. Begin environmental 7/1/16.</u>
<u>Inyo/Mono Rumble Strips & Signs</u>	<u>var</u>	<u>Various</u>	<u>\$0.4</u>	<u>Install signs and rumble strip at numerous locations in Inyo and Mono County</u>
<u>Green Lakes CAPM</u>	<u>395</u>	<u>69.8/76.0</u>	<u>\$4.0</u>	<u>Rehabilitate pavement. Construction 2016.</u>
<u>Bridgeport Culverts</u>	<u>395</u>	<u>77.0/87.0</u>	<u>\$1.5</u>	<u>Replace or repair 40 (or so) culverts</u>

				north and south of Bridgeport. Construction in 2016.
Little Walker Shoulders	395	93.4/95.7	\$4.5	Widen shoulders from 2 feet to 8 feet, install rumble strip, correct superelevation of two horizontal curves. Construction 2019. Environmental Studies complete.
Walker CAPM	395	106.3/120.5	\$14.3	Cold in-place recycle pavement strategy from Walker to Nevada.
Inyo/Mono Bridge Transition Rail	var	Various	\$3.7	Upgrade barrier approach rail. Environmental complete Jan 2015, construction 2016.
Lee Vining Rockfall	395	52.1/53.7	\$6.0	Final Environmental Document complete July 2013; Revegetation test plots minor project underway. Construction began May 4. Contractor proposes to complete the project in one construction season. Phase 1 (slopes 1, 2, 5, and 6) is complete. Phase 2 (slopes 3 and 4) will begin as soon as possible in spring 2016.

[Italicized font indicates 2016 SHOPP.](#)

- **Trails Plan (Appendix)**

Add the following policy to reflect discussion regarding OHV management:

Policy 5a. [Encourage agencies to manage OHV use on public lands to minimize user conflicts.](#)

- **Throughout**

When referencing Highway 120 through Yosemite National Park, administratively change "SR 120" to "Highway 120" to denote the roadway is not under the jurisdiction of Caltrans within the national park.

ENVIRONMENTAL IMPACT REPORT

- **Page 4.2-9 (Truck Traffic)**

Truck Traffic Volumes. ~~Increased levels of t~~Truck traffic on [state](#) highways ~~is~~are a safety concern. ~~Highways-US 395 and 6 have been identified as is an~~interstate truck routes and experiences heavy truck traffic, ~~and truck traffic on US 6 impacts residential communities.~~ ~~Whereas m~~Medium and heavy-duty trucks comprised 25% of all traffic in the corridor during 2006, ~~with~~ five-axle single unit trucks ~~now~~comprising approximately 80% of all truck traffic. The majority of southbound trucks use US 395 (61%) instead of US 6 (31%). The majority of northbound trucks use US 395 (59%) instead of US 6 (33%). Truck volumes are generally higher in the southbound direction and the average peak period for truck traffic is the midday period. Concerns focus on the impact of oversized trucks on the safety of two-lane highway

sections and the lack of paved shoulders and adequate sight distances. As an example, the LTC is supportive of Caltrans' recent efforts to restrict large trucks from passage over SR 108 due to road constraints. Narrow shoulders create hazardous conditions for bicyclists and vehicles (particularly when vehicles pull over for emergencies). US 395 improvement to four lanes has mitigated safety issues in parts of the county, but concerns about truck traffic remain significant on US 6 (a two-lane road with no shoulders) in the Tri-Valley area.

Based on Caltrans traffic counts, US 6 truck traffic in 2014 ranged from a high of 644 trucks (truck average annual daily traffic (TAADT)), or 30% of the annual average daily traffic (AADT), at Silver Canyon Road (PM3.953 Inyo County) to a low of 207 TAADT, or 23% of AADT, at the Nevada State Line (PM32.29). US 395 truck traffic in 2014 ranged from 578 TAADT, or 12.8% of AADT, at SR 203 (PM 25.75); 1001 TAADT, or 23.2% of AADT at SR 120 (PM50.74); and 384 TAADT, or 10.7% of AADT, at the Nevada State Line (PM 120.4). (Source: 2014 Annual Average Daily Truck Traffic on the California State Highway System, Caltrans.)"

- **Page 4.10-3 (scenic highway)**

Figure 4.10-1 in the EIR does not differentiate between scenic highways adopted by the State versus the County. The figure shall be replaced by Figures 5 and 6 in the RTP, which correctly distinguish jurisdictional authority, and the appropriate references shall be incorporated into the accompanying EIR text.

2015 County of Mono

***Regional Transportation Plan, General Plan,
Countywide Integrated Waste Management
Plan, and Noise Ordinance Updates; and Repeal of the
Conway Ranch Specific Plan
(2015 Updates and Repeal of the Conway Ranch Specific Plan)***

FINAL EIR

**Board of Supervisors
Presentation**

8 December 2015

PROJECT INITIATION & NOP

- o CEQA review for MONO GP/RTP began in summer of 2013
- o Notice of EIR Preparation Work was issued on 6 June 2014
- o Scoping Meeting was held on 19 June 2014, attended by CDFW and MCMWTC
- o NOP comment period ended on 11 July 2014
 - o 3 comment letters received: LRWQCB, Department of Parks and Recreation, Caltrans
 - o Each comment letter offered information that was used to shape the scope and content of the EIR analysis

DRAFT EIR REVIEW

- o The Draft EIR and supporting materials were released for a 60-day public review that began on 30 July 2015.
- o The DEIR Public Review period ended on 29 September 2015.
- o By the close of the public review period, the county had received 14 comment letters. Seven of the comment letters focused exclusively on the GP/RTP updates. Seven letters offered comments and questions concerning the EIR including comments from GBUAPCD, CDFW, Caltrans, LRWQCB and Mono Lake Committee.
- o Two additional comment letters (from JLPUD & USFWS) were received after close of the comment period. The County was able to include these late comments, along with responses, in the FEIR.

COMMENTS ON DEIR

- o DEIR Comments were helpful & very constructive
- o Comments on the EIR are briefly profiled below:
 - o **GBUAPCD:**
 - o Clarifications on proposed AQMP revisions addressing PM10 attainment
 - o Clarifications concerning motor vehicle emission budgets
 - o **CDFW** (3 letters):
 - o Clarifications re: mule deer overwintering areas & hunting, sage grouse habitat & movement patterns in Mono Co., and presence of pygmy rabbit in Long Valley
 - o Notes that CDFW has no plans to reintroduce Lahontan cutthroat trout to Witcher/Birch Creeks
 - o Concerned that reintroduction of domestic sheep grazing in Mono Basin would jeopardize recovery of federally endangered Sierra Nev. Bighorn Sheep
 - o **Caltrans:**
 - o Offered information, suggestions and clarifications on a wide range of RTP/ transportation topics including airport safety, scenic highways and roadways, truck traffic, maintenance facilities and other topics

DEIR COMMENTS con't

o **Lahontan RWQCB:**

- o Acknowledged County efforts in establishing a Low Impact Development Ord. & incorporating findings of local/regional watershed management plans
- o Emphasized groundwater protection as a countywide issue that should ideally be addressed in all GP elements
- o Urged Mono County to incentivize community wastewater treatment systems
- o Clarified LRWQCB permit requirements.

o **Mono Lake Committee:**

- o Suggested ways to eradicate invasive species, protect cyclists and wildlife adjacent to traffic
- o Clarified details regarding Mono Lake water levels and dust sources
- o Requested information and offered clarifications on a wide range of topics:
 - o mining activities
 - o soils and public hazards
 - o cultural resources
 - o hydrologic facilities & processes
 - o water conservation, water rights
 - o intrinsic qualities of Lee Vining
- o Expressed support for the compact development and proactive policy alternatives following RPAC input

LATE COMMENTS

- o **June Lake Public Utilities District:** wrote to confirm statements in their earlier letter concerning adequacy of their water supply to serve planned growth.
- o **USFWS:**
 - o Commended Mono County's efforts to facilitate sage-grouse and other species conservation through the General Plan process
 - o Encouraged County to protect sage grouse by adopting actions to:
 - o limit ravens' access to carcasses (deer/livestock); and
 - o ensure that cell tower placement not provide ravens with poaching sites
 - o Cited potential impacts to sage grouse associated with improvements to SR 270 and Cottonwood Canyon Road
 - o Encouraged county to assist private landowner in removing non-native annual grasses
 - o Expressed support for the proactive policies alternative
 - o Provided updated info on the status of Sierra Red Fox as an ESA candidate species
 - o Encouraged County to take additional steps to protect migratory birds
 - o Reiterated statements that Witcher & Birch Creeks are outside the native range of Lahontan cutthroat trout & concerns about sheep grazing impacts on Bighorn Sheep

FINAL EIR

- o Responses have been prepared to address each of the comments received (including the late comments)
- o All comments and responses are part of the FEIR before you today.

SIGNIFICANT IMPACTS

The Final EIR identifies a number of potentially significant and unavoidable environmental effects that may be associated with project implementation, including:

- o **Biological Resources:**
 - o candidate/sensitive/special status species,
 - o riparian habitat,
 - o wetlands,
 - o migration corridors and migrating species, and
 - o local biological resource protection ordinances.
- o **Soils and Geologic Hazards:**
 - o exposure to seismic effects,
 - o exposure to unstable geologic structures,
 - o soil erosion, and
 - o loss of mineral resources.
- o **Health and Safety Hazards:**
 - o potential for harm resulting from release of hazardous substances,
 - o inadequate emergency response, and
 - o exposure to wildland fire risks.
- o **Recreation:**
 - o effect of recreational activities on environmental resources

SIGNIFICANT EFFECTS con't

- o **Cultural Resources:**
 - o impacts to prehistoric or historic structures,
 - o loss of paleontological resources, and
 - o impacts to resources on sacred lands.
- o **Hydrology, Water Quality and Water Supplies:**
 - o violation of water quality objectives,
 - o violation of waste discharge requirements,
 - o lack of adequate water supplies, and
 - o erosion and siltation from altered drainages.
- o **Aesthetic and Visual Resources, Light and Glare:**
 - o impacts to scenic resources in a state scenic highway,
 - o degraded visual character or quality, and
 - o new sources of light and glare.
- o **Public Services and Utilities:**
 - o impacts on fire protection services, and
 - o added demands on utility providers and services.
- o **No known areas of controversy or unresolved issues**

MITIGATION MONITORING PROGRAM

- o During the Draft EIR analysis of potential environmental effects, a number of mitigation recommendations were developed.
- o Additional mitigations were suggested in comments on the Draft EIR
- o The purpose of the recommended mitigation measures was to reduce or avoid environmental effects that were not already addressed by proposed General Plan/RTP goals, objectives, policies and actions.
- o All 40 supplemental mitigations were subsequently incorporated into the GP/RTP Update (as policies & actions), and all are listed in the MMRP. The measures address:
 - o air quality/GHG
 - o biological resources,
 - o geology and soils, and
 - o hydrology and water quality.
- o As a result, there are no formal mitigation measures – all are now part of the project.
- o The incorporation of policies & actions to address environmental effects identified during the CEQA review reflects the essential purpose and intent of CEQA.

ALTERNATIVES

- o In addition to the mandatory 'No Project Alternative,' two alternatives were analyzed and compared to the project as proposed for your consideration. The two alternatives included:
 - o Compact Development Alternative, involving a series of steps that would curtail development outside of established community areas through:
 - o increased minimum acreage requirements for subdivisions, agricultural lands, similar uses;
 - o higher development density allocations within defined community boundaries.
 - o A Proactive Resource and Biological Policy Alternative that presents and describes policies for resource efficiency and biological conservation that were found to have substantial merit.
- o Following analysis of the No Project alternative and the 2 alternatives mentioned, the EIR concluded that:
 - o The No Project Alternative would be least effective at meeting project objectives and least effective at avoiding or reducing significant effects.
 - o Alternatives 2 (compact development) and 3 (proactive bio and resource efficiency policies) would both be environmentally superior to the proposed project. However, neither is recommended at this time because the underlying concepts were not presented to the community RPACs for discussion during draft GP development, and were not among the land use scenarios developed by the RPACs for consideration in the current update.
- o Though not now recommended, this EIR does suggest that the county present the concepts underlying Alternatives 2 & 3 for future discussion among RPAC & community planning groups.
 - o If the discussions indicate that these changes are broadly supported, it is recommended that the County incorporate the revisions in a future General Plan amendment.

CLOSING COMMENTS

- o The Final EIR is now complete and ready for consideration by the Board of Supervisors.
- o This concludes our brief presentation on the CEQA process
- o Questions and Discussion

RESOLUTION 15-09**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
MAKING RESPONSIBLE AGENCY FINDINGS PURSUANT TO THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT FOR THE 2015 REGIONAL TRANSPORTATION PLAN,
AND APPROVING AND ADOPTING THE MITIGATION MONITORING AND REPORTING
PLAN AND THE 2015 REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Regional Transportation Plan (RTP) is included in its entirety in the Circulation Element of the Mono County General Plan, and therefore Mono County is the lead agency pursuant to the California Environmental Quality Act (CEQA; Public Resources Code §21000 et seq.) and the State CEQA Guidelines (14 CCR §15000 et seq.); and

WHEREAS, on December 8, 2015, the Mono County Board of Supervisors adopted Resolution 15-85 certifying the Final EIR (FEIR) for the 2015 Mono County RTP, General Plan, Countywide Integrated Waste Management Plan, and Noise Ordinance Updates (the “2015 Updates”), approving and adopting the Mitigation Monitoring and Reporting Program, adopting the 2015 Updates, and repealing the Conway Ranch Specific Plan; and

WHEREAS, the Mono County Local Transportation Commission (LTC), which is the Regional Transportation Planning Agency, is required to prepare and adopt a Regional Transportation Plan (RTP) directed at achieving a coordinated and balanced regional transportation system as required by Government Code 65080, and is therefore a Responsible Agency under CEQA; and

WHEREAS, the Mono County RTP was prepared to be consistent with the purpose of a Sustainable Communities Strategy, which is to integrate land use and transportation planning, programs, and projects as a means of reducing greenhouse gas emissions, and follow smart-growth planning concepts that seek to integrate development with housing and transportation near jobs, shopping, and schools, and therefore is closely integrated with other elements of the Mono County General Plan, particularly the Land Use and Conservation/Open Space elements and the associated Greenhouse Gas Emissions Reduction Plan; and

WHEREAS, on December 14, 2015, the Mono County LTC conducted a duly noticed public hearing pursuant to Government Code §65080.5 to consider the 2015 update to the RTP, as well as the Mitigation Monitoring and Reporting Program, FEIR, and Findings and Statement of Overriding Considerations that were approved or certified by the Mono County Board of Supervisors and prepared in accordance with CEQA; and

WHEREAS, the Mono County LTC considered public comments regarding the 2015 RTP and Draft EIR, both in written form and at public meetings, which have been addressed and/or responded to in the certified FEIR, no request for tribal consultation was made; and

WHEREAS, having reviewed and considered all the information and evidence presented to it, including the deliberations and determinations of the lead agency, public testimony, written comments, the FEIR, and staff reports and presentations, the Mono County LTC wishes to make required responsible agency findings, and approve and adopt the 2015 RTP Update and Mitigation Monitoring and Reporting Program.

**NOW, THEREFORE, THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
HEREBY FINDS AND RESOLVES AS FOLLOWS:**

SECTION ONE: The Mono County LTC hereby: 1) finds that an FEIR has been prepared for the 2015 Updates in compliance with CEQA and certified by the lead agency (the Mono County Board of Supervisors); 2) as a Responsible Agency, has considered the environmental effects of the 2015 Regional Transportation Plan update as shown in the certified FEIR; 3) is responsible for mitigating or avoiding only the direct or indirect environmental effects of those parts of the project which it decides to carry out, finance, or approve; and 4) does not find any further feasible alternative or mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment. The certified FEIR has been presented to, and reviewed by, the Mono County LTC and is adequate and complete for consideration by the LTC in making a decision on the merits of the 2015 Regional Transportation Plan Update, including making the findings (as a Responsible Agency under CEQA) as set forth in **Exhibit A**, which is attached hereto and incorporated by this reference.

SECTION TWO: The Mono County LTC hereby: 1) adopts and makes the findings and statement of overriding considerations set forth in **Exhibit A** as applicable to the Regional Transportation Plan, and 2) adopts the Mitigation Monitoring and Reporting Program for the 2015 Updates as applicable to the Regional Transportation Plan.

SECTION THREE: The Mono County LTC hereby adopts the 2015 Regional Transportation Plan.

**PASSED AND ADOPTED THIS 14TH DAY OF DECEMBER 2015, BY THE FOLLOWING
VOTE:**

AYES:

NOES:

ABSENT:

ABSTAIN:

Fred Stump, Chairman

Attest:

Approved as to form:

Clerk of the Board

County Counsel

EXHIBIT A
FINDINGS OF FACT AND
STATEMENTS OF OVERRIDING CONSIDERATIONS
for the proposed 2015 Regional Transportation Plan Update

I. INTRODUCTION

CEQA §15096 (h) requires the Responsible Agency to make one or more written findings for each significant effect, along with a brief statement of the rationale for each finding, pursuant to CEQA §15091. The possible findings include: (a) Changes or alterations have been incorporated into the project that can avoid or substantially lessen the significant environmental effect as identified in the final Environmental Impact Report (EIR); (b) Such changes are within the responsibility and jurisdiction of another public agency and have or should be adopted by that other agency; (c) Specific economic, legal, social, technological or other considerations make infeasible the mitigation measures or alternatives identified in the EIR. These findings are made in Section VI.

When a Responsible Agency approves a project that will result in significant adverse effects that will not be avoided or substantially lessened, the Agency is required to balance the unavoidable environmental risks against the economic, legal, social, technological, or other benefits associated with the project. California Environmental Quality Act (CEQA) §15093(b) states that if the Responsible Agency decision-makers find that the benefits outweigh the unavoidable adverse effects, then the adverse effects may be considered to be “acceptable.” The process of balancing adverse effects against potential benefits requires the Mono County Local Transportation Commission (LTC) to make written Findings, and to adopt a Statement of Overriding Considerations.

In accordance with §15093 of the CEQA Guidelines Section VII contains a Statement of Overriding Considerations, which explains how the Mono County LTC, as the decision-making body known as the Regional Transportation Planning Agency (RTPA), weighed the significant and potentially significant impacts identified in the EIR prepared for the *2015 County of Mono Regional Transportation Plan, General Plan, Countywide Integrated Waste Management Plan, and Noise Ordinance Updates; and Repeal of the Conway Ranch Specific Plan* (herein after *2015 Updates and Repeal of the Conway Ranch Specific Plan*) and certified by the Lead Agency (the Mono County Board of Supervisors), against the potential benefits associated with the project.

The EIR prepared for the *2015 Updates and Repeal of the Conway Ranch Specific Plan*, and certified by the Mono County Board of Supervisors as the Lead Agency, is only applicable in as far as the direct or indirect environmental effects of the 2015 Regional Transportation Plan and parts of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* that the LTC decides to carry out, finance, or approve.

A summary table of contents is provided below.

SECTION NUMBER	SECTION HEADING	PAGE NUMBER
I	Introduction	1
II	FEIR Background and Process	1
III	Significant Unavoidable Adverse Effects of the Project	2
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V	Consideration of the Administrative Record	3
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II. FEIR BACKGROUND AND PROCESS

The *2015 Updates and Repeal of the Conway Ranch Specific Plan Final EIR* culminates a multi-year process to update all of the County's General Plan elements, the Regional Transportation Plan (RTP), three elements of the Countywide Integrated Waste Management Plan, and the Noise Ordinance, and repeal the Conway Ranch Specific Plan. The RTP was prepared to be consistent with the purpose of a Sustainable Communities Strategy, which is to integrate land use and transportation planning, programs, and projects as a means of reducing greenhouse gas emissions, and follow smart-growth planning concepts that seek to integrate development with housing and transportation near jobs, shopping, and schools. The RTP, therefore, is closely integrated with other elements of the Mono County General Plan, particularly the Land Use and Conservation/Open Space elements.

The General Plan and RTP updates, as well as annual reviews, are mandated by state law, which requires every city and county in California (except Charter cities) to prepare and maintain a planning document called a general plan. The formal EIR process was initiated on 6 June 2014 when the County circulated a Notice of Preparation (NOP) of an EIR. A scoping meeting was held on 19 June 2014 and the NOP review period closed on 11 July 2014. Three written comments were received on the NOP, including letters from the Lahontan Regional Water Quality Control Board, the California Department of Transportation, and the California Department of Parks and Recreation.

Concerns raised in response to the NOP were incorporated into the scope of the Draft EIR analysis. The County subsequently issued the Draft EIR for a 60-day public review and comment period that began on 31 July 2015 and ended on 29 September 2015. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. By the close of the DEIR review and comment period, the County had received a total of 14 comment letters regarding the *2015 Updates and Repeal of the Conway Ranch Specific Plan* and Draft EIR from public agencies, organizations and members of the public. In accordance with CEQA §15088, a Final EIR was prepared that responded to all written comments received.

III. SIGNIFICANT UNAVOIDABLE ADVERSE EFFECTS OF THE PROJECT

Analyses provided in the EIR indicate that the *2015 Updates and Repeal of the Conway Ranch Specific Plan* may result in significant and unavoidable adverse environmental effects including:

- *Impacts to Candidate, Sensitive, Special Status Species*
- *Impacts to Riparian Habitat*
- *Impacts to Federally Protected §404 Wetlands*
- *Interfere with Fish or Wildlife Movement or Migration*
- *Conflict with Local Biological Protection Ordinances*
- *Exposure to Seismic Effects and Unstable Geology*
- *Substantial Soil Erosion*
- *Loss of Mineral Resources*
- *Potential for Release of Hazardous Materials*
- *Inadequate Emergency Response*
- *Exposure to Wildland Fire Risks*
- *Exposure to avalanche, rockfall, storms, volcanism*
- *Impacts to Prehistoric or Historic Resources*
- *Impacts to Paleontological Resources*
- *Impacts to Sacred Lands*
- *Violation of Water Quality Objectives*
- *Violation of Waste Discharge Requirements*
- *Uncertain Availability of Adequate Water Supplies*
- *Erosion and Siltation from Altered Drainage*
- *Impacts on Recreational Facilities*
- *Impacts to Scenic Resources in a State Scenic Highway*
- *Degraded Visual Character or Quality*
- *Create new sources of Light and Glare*
- *Impacts on public fire and utility service*

IV. ADMINISTRATIVE RECORD OF PROCEEDINGS

The Administrative Record serves as the basis on which the Mono County Local Transportation Commission, in its Responsible Agency capacity, reviews and considers certified environmental documents to approve or disapprove a proposed project. CEQA Statutes §21167.6(e) defines the contents of Administrative Record to include, as applicable, all of the following materials:

- Project application materials.
- All staff reports and related documents with respect to CEQA compliance and the action on the project.
- Any documentation related to findings, and Statements of Overriding Considerations.
- Any transcript or minutes of the proceedings at which the decision making body of the respondent public agency heard testimony, or considered any environmental document on the project; any transcript of proceedings before any advisory body to the decision making body.
- All notices issued by the respondent public agency to comply with CEQA and/or other laws.
- All written comments received in response to, or in connection with environmental documents prepared for the project, including responses to the notice of preparation.
- All written evidence or correspondence submitted to, or transferred from, the respondent agency with respect to compliance with CEQA or with respect to the project.
- Any proposed decisions or findings submitted to the decision making body of the respondent public agency by its staff, or the project proponent, project opponents, or other persons.
- The documentation of the final public agency decision, including the final environmental impact report, mitigated negative declaration, or negative declaration, and all documents, in addition to those referenced in (3) cited or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA.
- Any other written materials relevant to the respondent agency's compliance with CEQA or to its decision on the merits of the project, including the initial study, any drafts of any environmental document, or portions thereof, which have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the project and either made available to the public during the public review period or included in the respondent public agency's files on the project, and all internal agency communications including staff notes and memoranda related to the project or to compliance with CEQA.
- The full written record before any inferior administrative decision making body whose decision was appealed to a superior administrative decision making body prior to the filing of litigation.

CEQA §15074(c) requires that Findings must also specify the location and custodian of the administrative record. The administrative record of the *2015 Updates and Repeal of the Conway Ranch Specific Plan Final EIR* shall be maintained and shall be available for public review at 437 Old Mammoth Road, Suite P in Mammoth Lakes, California, and 74 School Street, Annex I in Bridgeport, California, under the custody of the Mono County Community Development Department.

V. CONSIDERATION OF THE ADMINISTRATIVE RECORD

In adopting these Findings, the Mono County Local Transportation Commission, as a Responsible Agency finds that the Final EIR was presented to and certified by the Board of Supervisors as the Lead Agency, and that the Mono County LTC reviewed and considered the information in the Final EIR prior to approving the *2015 Regional Transportation Plan Update*. By these findings, this Mono County LTC ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final EIR as applicable to the Regional Transportation Plan. The Mono County LTC finds that the Final EIR was completed in compliance with the California Environmental Quality Act. The information and conclusions contained in the Findings, in the Statement of Overriding Considerations, and in the Final EIR reflect the Mono County LTC's independent judgment and analysis.

VI. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

- A. **LAND USE.** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
- B. **CIRCULATION AND REGIONAL TRANSPORTATION PLANNING.** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
- C. **AIR QUALITY AND GREENHOUSE GASES.** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.

A. BIOLOGICAL RESOURCES

1. **General Plan implementation could have substantial adverse impacts, directly and through habitat modifications, on species identified in local or regional plans, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS), as candidate, sensitive or special status species.**
 - a. **POTENTIAL IMPACT:** The potential for the Project to result in substantial adverse effects on Candidate, Sensitive & Special Status Species is discussed on DEIR pages 4.4-30 through 4.4-46.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant adverse project effects on Candidate, Sensitive & Special Status Species.
 - c. **FINDINGS:** Based upon the entire administrative record the Mono County Local Transportation Commission finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce impacts on candidate, sensitive and special status species, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.3.c. When applicable, revegetation and landscape plans should include provisions to retain and re-establish upland vegetation, especially bitterbrush and sagebrush, as important mule deer and sage grouse habitat.

C/OS Action 2.A.3.h. Maintenance agreements and procedures for roads and other infrastructure shall consider impacts to special-status species including consultation with appropriate state and federal agencies.

RTP Policy 9.B. Reduce the potential for wildlife collisions to improve transportation system safety.

RTP Objective 9.A.7. Seek funding for undercrossing passageways for mule deer where highways intersect traditional migratory routes to reduce collisions and animal mortality.

RTP Objective 9.A.8. Seek funding to widen existing undercrossing passageways for mule deer and other wildlife to reduce collisions and animal mortality.

RTP Objective 9.A.9. Incorporate measures in to the design of new roads and road upgrades to reduce collisions between vehicles and deer/wildlife, such as increasing driver line-of-sight and incorporating short sections of exclusion fencing that directs animals to areas of improved visibility.

C/OS Action 13.C.4.d. Seek ways to form partnerships that will facilitate mitigative control or eradication of invasive non-native plants in and around town areas. Identify and explore methods of forming collaborations, funding, and facilitating such programs.

C/OS Action 2.A.1.b. Project design should first seek to avoid impacts. Unavoidable impacts should next be minimized, and finally mitigated. Examples of potential appropriate mitigation measures for projects identified by Action 1.1 as having significant impacts to animal and plant habitats include:

- h. when wetland and riparian disturbance cannot be avoided, seek restoration of adjacent habitat or compensation through an acceptable mitigation fee or other program pursuant to CEQA requirements to meet §404 of the Clean Water Act;
- i. designing projects to limit the conveyance of pollutants and sediments from runoff into wetlands and riparian areas;
- j. requiring project design to minimize the redirection of wildlife movement, and in no case shall linear barriers such as fences or other design features direct wildlife onto highly traveled roadways;
- k. requiring projects with potential to impact nesting bird populations to consult with appropriate state and federal agencies, and potentially prepare a nesting bird plan approved by CDFW as a condition of approval;
- l. requiring development projects affecting and adjacent to wetland or riparian areas to undertake habitat restoration, including the removal of non-native species, when feasible, to ensure ecosystem function.

C/OS Action 2.A.1.d. Native vegetation is strongly encouraged for landscaping, erosion control, or other purposes. Use of non-native vegetation shall require an assessment and mitigation of the effects of the introduced species, and in no case shall invasive non-native species be approved.

C/OS Action 2.A.1.e. Landscaping and revegetation plans shall include measures to control invasive, non-native plants including weeds and annual grasses.

C/OS Action 2.A.1.f. For non-native plant removal, mechanical controls should be considered over chemical controls, where possible.

C/OS Action 2.A.3.b. Require landscape plans to incorporate the use of native vegetation when feasible. The transplanting of existing vegetation and use of locally collected seed may be required in the landscape plan.

C/OS Action 13.C.4.b. Revegetation plans should include measures to ensure the control of invasive, non-native plants including annual grasses.

C/OS Action 13.C.4.c. Revegetation plans should utilize plantings from local native stock, including adjacent riparian and wetland plants, and locally collected seed when feasible.

LU Action 21.C.5.a. Work with the appropriate agencies to develop and implement a raven mitigation plan for the landfill to protect sage-grouse populations.

LU Action 1.A.3.d. Consider requirements for bear-resistant trash receptacles in applicable community areas.

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

C/OS Policy 4.A.7. Continue to support “no net loss” of wetlands at a regional scale.

RTP Policy 18.A.3. Support preservation of the existing heritage trees along US 395 in a manner that ensures roadway safety.

LU Action 24.F.3.f. Engage with the California Department of Fish and Wildlife as the responsible agency for the protection and recovery of Sierra Nevada Bighorn Sheep prior to approving any new or renewed grazing use or altering any existing grazing use for domestic sheep.

C/OS Action 2.A.1.r. Work with the USFWS to ensure compliance with the Migratory Bird Treaty Act.

C/OS Action 13.C.3.f. Avoid siting cellular towers in Bi-State sage grouse habitat to the extent possible.

LU Action 24.F.1.a. CEQA analysis that considers direct and indirect impacts to sensitive biological resources at Witcher and Birch Creeks, including amphibians, will be required for any project that may impact these resources.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.

Facts and Reasoning that Support Finding. While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate or reduce to a level that is less-than significant the potentially significant impacts on candidate and sensitive species would be to more severely restrict development potential in Mono County. Such a restriction would not meet the project objectives described on Final EIR pages 3-2 and 3-3 and listed below. Impacts on candidate, sensitive and special status species thus represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county’s economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county’s economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project

objectives and provide economic, social, legal, and other considerable benefits as described in Section VII below.

PROJECT OBJECTIVES

- Update the General Plan and RTP and Provide Long-Term Planning Guidance: Provide updates that are consistent with the Mono County vision and goals, and provide the County with long-term planning guidance in the form of specific objectives, policies, goals and programs that balance employment, housing, public services, economic growth, and recreational opportunities with the need to protect and maintain the county's environmental resources. Ensure that the updates address changes in circumstances, community priorities, and new requirements of law.
- Respect Community Preferences & Private Property Rights: Ensure that the project and related planning efforts respect private property rights and the planning goals and objectives developed and recommended by the Mono County Planning Commission, Regional Planning Advisory Committees and communities. Within that framework, reflect the regional goals developed in collaboration with landowners, responsible and trustee agencies, regional planning partners, businesses and other stakeholders. Adopt policies and undertake programs that combine innovative planning and sound science with the values of Mono County residents to achieve a sustainable future.
- Protect the Outstanding Scenic, Recreational and Environmental Resources of Mono County: Consistent with the Vision of the Mono County General Plan, protect the outstanding scenic, biological and recreational values, and rural character of Mono County through environmentally responsible resource management, thorough analysis of potential impacts and alternatives and cumulative effects associated with the project and related planning initiatives, and cost-effective allocation of available funds.
- Facilitate Streamlining and Tiering of Future CEQA Documents and Provide Incentives for General Plan Compliance: Facilitate tiering of environmental documents to streamline CEQA compliance for future projects that conform to policies of the updated RTP and General Plan, consistent with the provisions of CEQA §15168(d). Encourage and support tiering as a means to reduce the cost and redundancy of CEQA compliance in Mono County while safeguarding environmental resources and encouraging projects that conform to the General Plan.
- Strengthen County Infrastructure: Incorporate policies that provide for sound and forward-looking development, management, and maintenance of capital facilities, communications facilities, and community services.
- Promote Resource Efficiency: The objective to achieve and maintain resource efficiency is an integral part of the proposed project, as expressed in policies and actions proposed for numerous elements of the 2015 Updates and Repeal of the Conway Ranch Specific Plan. Additional objectives are to reduce GHG emissions by a) adopting a GHG reduction goal consistent with AB 32, b) developing estimates of feasible GHG reductions, c) integrating feasible measures into the project as a set of adopted policies and specific actions, and d) complying with CEQA Guidelines §15183 to facilitate the assessment of future projects' compliance with adopted GHG policies and actions.
- Strengthen the Mono County Economy and Support Vibrant Rural Communities: As part of the current planning effort, the County has prepared an Economic Development Strategy that is intended to strengthen and enhance job opportunities and economic conditions throughout Mono County, and the initial principles and strategies are incorporated into the General Plan. As with many other project elements, the strategic plan includes strong provisions for multi-jurisdictional collaboration.

2. **General Plan implementation could have substantial adverse impacts, directly and through habitat modifications, on riparian habitats and other sensitive natural communities identified in local or regional plans, or by CDFW or USFWS.**
 - a. **POTENTIAL IMPACT:** Potential for the Project to result in substantial adverse effects on riparian habitats and other sensitive natural communities is discussed on DEIR pages 4.4-47 through 4.4-49.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant adverse project effects on riparian habitats and other sensitive natural communities.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds that:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity

of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce impacts on riparian habitats and other sensitive natural communities the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.1.b. Project design should first seek to avoid impacts. Unavoidable impacts should next be minimized, and finally mitigated. Examples of potential appropriate mitigation measures for projects identified by Action 1.1 as having significant impacts to animal and plant habitats include:

- h. when wetland and riparian disturbance cannot be avoided, seek restoration of adjacent habitat or compensation through an acceptable mitigation fee or other program pursuant to CEQA requirements to meet §404 of the Clean Water Act;
- i. designing projects to limit the conveyance of pollutants and sediments from runoff into wetlands and riparian areas;
- l. requiring development projects affecting and adjacent to wetland or riparian areas to undertake habitat restoration, including the removal of non-native species, when feasible, to ensure ecosystem function.

C/OS Action 13.C.4.c. Revegetation plans should utilize plantings from local native stock, including adjacent riparian and wetland plants, and locally collected seed when feasible.

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

C/OS Policy 4.A.7. Continue to support “no net loss” of wetlands at a regional scale.

C/OS Action 3.E.1.b. Applications for out-of-basin water transfers shall be submitted to the county Planning Division and shall include the following information: point of extraction; amount of extraction; nature and location of conveyance facilities; and identification of potential impacts to the environment such as wildlife and riparian habitat, wetlands, in-stream habitat, other water users (e.g., agricultural operators), and also including indirect effects such as the potential for increased flood risk due to reduced wetlands, and increased fire hazard risk that could result in increased sedimentation and reduced groundwater recharge capacity.

C/OS Action 3.E.1.c. In issuing a water transfer permit, the Planning Commission shall make the following findings: that the proposed project meets all reasonable beneficial water needs, including uses in-stream and for agricultural operations and recreational purposes, within the basin of origin; and that the proposed project adequately protects water quality, in-stream flows, lake levels, riparian areas, vegetation types, sensitive/rare wildlife and habitat, and related resources such as the visual quality and character of the landscape; and is not likely to increase indirect effects such as flooding, wildfire, and/or sedimentation, or reduce groundwater recharge capacity. Projects that do not adequately protect these resources shall be denied.

C/OS Policy 3.E.2.b. Applications for groundwater export projects shall obtain a Groundwater Transfer permit (Mono County Code section 20.01), which requires the assessment of the potential impacts of the project prior to project approval in accordance with CEQA, and requires findings to be made. In addition, indirect impacts of increased wildfire risk and sedimentation resulting from fire, and increased flood risk and reduced recharge rates due to reduced or degraded wetlands and riparian areas, should be considered.

C/OS Policy 4.A.6. Discourage development within 30 feet of recharge, riparian, and wetland areas to minimize trampling, erosion and siltation impacts, and consider amending the General Plan to specify use and setback requirements. Continue to enforce setback requirements from surface waters.

LU Action 24.F.1.a. CEQA analysis that considers direct and indirect impacts to sensitive biological resources at Witcher and Birch Creeks, including amphibians, will be required for any project that may impact these resources.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce potential Project impacts to a less than significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development that would be allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts on riparian habitats and sensitive communities would be to more severely restrict development potential in Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 above. Impacts on riparian habitats and other sensitive natural communities therefore represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

- 3. ***General Plan implementation could have substantial adverse impacts, directly and through habitat modifications, on federally protected wetlands as defined by Clean Water Act §404, through direct removal, filling, hydrological interruptions, or other means.***
 - a. **POTENTIAL IMPACT:** The potential for the Project to result in substantial adverse effects on federally protected wetlands is discussed on pages 4.4-49 through 4.4-50 of the Final EIR.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant adverse project effects on federally protected wetlands.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds that:

- i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce impacts on federally protected wetlands the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.1.b. Project design should first seek to avoid impacts. Unavoidable impacts should next be minimized, and finally mitigated. Examples of potential appropriate mitigation measures for projects identified by Action 1.1 as having significant impacts to animal and plant habitats include:

- j. when wetland and riparian disturbance cannot be avoided, seek restoration of adjacent habitat or compensation through an acceptable mitigation fee or other program pursuant to CEQA requirements to meet §404 of the Clean Water Act;
- k. designing projects to limit the conveyance of pollutants and sediments from runoff into wetlands and riparian areas;
- l. requiring development projects affecting and adjacent to wetland or riparian areas to undertake habitat restoration, including the removal of non-native species, when feasible, to ensure ecosystem function.

C/OS Action 13.C.4.c. Revegetation plans should utilize plantings from local native stock, including adjacent riparian and wetland plants, and locally collected seed when feasible.

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

C/OS Policy 4.A.7. Continue to support “no net loss” of wetlands at a regional scale.

C/OS Action 3.E.1.b. Applications for out-of-basin water transfers shall be submitted to the county Planning Division and shall include the following information: point of extraction; amount of extraction; nature and location of conveyance facilities; and identification of potential impacts to the environment such as wildlife and riparian habitat, wetlands, in-stream habitat, other water users (e.g., agricultural operators), and also including indirect effects such as the potential for increased flood risk due to reduced wetlands, and increased fire hazard risk that could result in increased sedimentation and reduced groundwater recharge capacity.

C/OS Action 3.E.1.c. In issuing a water transfer permit, the Planning Commission shall make the following findings: that the proposed project meets all reasonable beneficial water needs, including uses in-stream and for agricultural operations and recreational purposes, within the basin of origin; and that the proposed project adequately protects water quality, in-stream flows, lake levels, riparian areas, vegetation types, sensitive/rare wildlife and habitat, and related resources such as the visual quality and character of the landscape; and is not likely to increase indirect effects such as flooding, wildfire, and/or sedimentation, or reduce groundwater recharge capacity. Projects that do not adequately protect these resources shall be denied.

C/OS Policy 3.E.2.b. Applications for groundwater export projects shall obtain a Groundwater Transfer permit (Mono County Code section 20.01), which requires the assessment of the potential impacts of the project prior to project approval in accordance with CEQA, and requires findings to be made. In addition, indirect impacts of increased wildfire risk and sedimentation resulting from fire, and

increased flood risk and reduced recharge rates due to reduced or degraded wetlands and riparian areas, should be considered.

C/OS Policy 4.A.6. Discourage development within 30 feet of recharge, riparian, and wetland areas to minimize trampling, erosion and siltation impacts, and consider amending the General Plan to specify use and setback requirements. Continue to enforce setback requirements from surface waters.

LU Action 18.D.1.f. Utilize Best Management Practices (BMPs) including, but not limited to, the Low Impact Development (LID) techniques in the Appendix of the General Plan to minimize the effects of runoff.

C/OS Action 4.A.8.a. As required by the Lahontan Regional Water Quality Control Board, projects must provide post-construction stormwater management plans. Developers should utilize stormwater control measures that are compatible with low-impact development solutions (see General Plan Appendix), such as rain gardens, green roofs, detention ponds, bioretention swales, pervious pavement, vegetated infiltration ponds, and other measures provided by the California Stormwater Quality Association (www.casqa.org) to effectively treat post-construction stormwater runoff, help sustain watershed processes, protect receiving water, and maintain healthy watersheds.

C/OS Action 4.A.8.c. Maintain drainage systems associated with roads and public infrastructure for stormwater management.

C/OS Action 4.A.8.e. Subject to the availability of County resources, provide education and advice on LID measures that could be incorporated into project designs.

LU Action 24.F.1.a. CEQA analysis that considers direct and indirect impacts to sensitive biological resources at Witcher and Birch Creeks, including amphibians, will be required for any project that may impact these resources.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce Project impacts on federally protected wetlands to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts on wetlands would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 above. Impacts on federally protected wetlands therefore represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public

lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

4. ***General Plan implementation could interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.***
- a. **POTENTIAL IMPACT:** The potential for the Project to result in substantial adverse effects on wildlife movement, wildlife corridors or wildlife nursery sites is discussed on DEIR page 4.4-51.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant adverse project effects on wildlife movement, wildlife corridors or wildlife nursery sites.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce impacts on the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.3.c. When applicable, revegetation and landscape plans should include provisions to retain and re-establish upland vegetation, especially bitterbrush and sagebrush, as important mule deer and sage grouse habitat.

C/OS Action 2.A.3.h. Maintenance agreements and procedures for roads and other infrastructure shall consider impacts to special-status species including consultation with appropriate state and federal agencies.

RTP Policy 9.B. Reduce the potential for wildlife collisions to improve transportation system safety.

RTP Objective 9.A.7. Seek funding for undercrossing passageways for mule deer where highways intersect traditional migratory routes to reduce collisions and animal mortality.

RTP Objective 9.A.8. Seek funding to widen existing undercrossing passageways for mule deer and other wildlife to reduce collisions and animal mortality.

RTP Objective 9.A.9. Incorporate measures in to the design of new roads and road upgrades to reduce collisions between vehicles and deer/wildlife, such as increasing driver line-of-sight and incorporating short sections of exclusion fencing that directs animals to areas of improved visibility.

C/OS Action 13.C.4.d. Seek ways to form partnerships that will facilitate mitigative control or eradication of invasive non-native plants in and around town areas. Identify and explore methods of forming collaborations, funding, and facilitating such programs.

C/OS Action 2.A.1.b. Project design should first seek to avoid impacts. Unavoidable impacts should next be minimized, and finally mitigated. Examples of potential appropriate mitigation measures for projects identified by Action 1.1 as having significant impacts to animal and plant habitats include:

- h. when wetland and riparian disturbance cannot be avoided, seek restoration of adjacent habitat or compensation through an acceptable mitigation fee or other program pursuant to CEQA requirements to meet §404 of the Clean Water Act;
- i. designing projects to limit the conveyance of pollutants and sediments from runoff into wetlands and riparian areas;
- j. requiring project design to minimize the redirection of wildlife movement, and in no case shall linear barriers such as fences or other design features direct wildlife onto highly traveled roadways;
- k. requiring projects with potential to impact nesting bird populations to consult with appropriate state and federal agencies, and potentially prepare a nesting bird plan approved by CDFW as a condition of approval;
- l. requiring development projects affecting and adjacent to wetland or riparian areas to undertake habitat restoration, including the removal of non-native species, when feasible, to ensure ecosystem function.

C/OS Action 2.A.1.d. Native vegetation is strongly encouraged for landscaping, erosion control, or other purposes. Use of non-native vegetation shall require an assessment and mitigation of the effects of the introduced species, and in no case shall invasive non-native species be approved.

C/OS Action 2.A.1.e. Landscaping and revegetation plans shall include measures to control invasive, non-native plants including weeds and annual grasses.

C/OS Action 2.A.1.f. For non-native plant removal, mechanical controls should be considered over chemical controls, where possible.

C/OS Action 2.A.3.b. Require landscape plans to incorporate the use of native vegetation when feasible. The transplanting of existing vegetation and use of locally collected seed may be required in the landscape plan.

C/OS Action 13.C.4.b. Revegetation plans should include measures to ensure the control of invasive, non-native plants including annual grasses.

C/OS Action 13.C.4.c. Revegetation plans should utilize plantings from local native stock, including adjacent riparian and wetland plants, and locally collected seed when feasible.

LU Action 21.C.5.a. Work with the appropriate agencies to develop and implement a raven mitigation plan for the landfill to protect sage-grouse populations.

LU Action 1.A.3.d. Consider requirements for bear-resistant trash receptacles in applicable community areas.

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

C/OS Policy 4.A.7. Continue to support “no net loss” of wetlands at a regional scale.

RTP Policy 18.A.3. Support preservation of the existing heritage trees along US 395 in a manner that ensures roadway safety.

LU Action 24.F.3.f. Engage with the California Department of Fish and Wildlife as the responsible agency for the protection and recovery of Sierra Nevada Bighorn Sheep prior to approving any new or renewed grazing use or altering any existing grazing use for domestic sheep.

C/OS Action 2.A.1.r. Work with the USFWS to ensure compliance with the Migratory Bird Treaty Act.

C/OS Action 13.C.3.f. Avoid siting cellular towers in Bi-State sage grouse habitat to the extent possible.

LU Action 24.F.1.a. CEQA analysis that considers direct and indirect impacts to sensitive biological resources at Witcher and Birch Creeks, including amphibians, will be required for any project that may impact these resources.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce to less than significant levels the potential Project impacts on the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts on candidate and sensitive species would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 above. Impacts on the movement of resident or migratory species or with established wildlife corridors therefore represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county’s economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county’s economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would

benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

5. **General Plan implementation could potentially conflict with existing or proposed local policies or ordinances protecting biological resources.**
- a. **POTENTIAL IMPACT:** The potential for the project to substantially conflict with policies or ordinances protecting biological resources is discussed on page 4.4-52 of the Final EIR.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potential for the project to substantially conflict with policies or ordinances protecting biological resources.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds that:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce impacts on local biological protection ordinances, the potential remains for significant adverse impacts.

MITIGATING POLICIES

RTP Policy 18.A.3. Support preservation of the existing heritage trees along US 395 in a manner that ensures roadway safety.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce Project impacts on local biological protection ordinances that are associated to a less-than-significant level
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts on local biological protection ordinances would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 above. Impacts on federally protected wetlands therefore represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would

contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

6. ***General Plan implementation would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other similar adopted plans.*** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.

B. GEOLOGY, SOILS AND MINERAL RESOURCES

1. ***General Plan implementation could expose people or structures to potential substantial adverse impacts involving rupture of an earthquake fault, strong seismic ground shaking or landslides, or seismic-related ground failure.***
- a. **POTENTIAL IMPACT:** The potential for the project to expose people or structures to potential substantial adverse impacts involving rupture of an earthquake fault, strong seismic ground shaking or landslides, or seismic-related ground failure is discussed on Final EIR pages 4.5-12 through 4.5-13.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant adverse project effects related to exposure of people or structures to rupture of an earthquake fault, strong seismic ground shaking or landslides, or seismic-related ground failure.
 - c. **FINDINGS:** Based upon the entire administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce impacts associated with impacts involving strong seismic ground shaking, landslides or failure, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate or reduce to a level that is less-than significant the potentially significant impacts on candidate and sensitive species would be to more severely restrict development potential in Mono County. Such a restriction would not meet the project

objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts related to the exposure of people or structures to potential substantial adverse impacts involving rupture of an earthquake fault, strong seismic ground shaking or landslides, or seismic-related ground failure thus represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

2. General Plan implementation could result in substantial soil erosion or the loss of topsoil.

- a. **POTENTIAL IMPACT:** The potential for the project to expose people or structures to potential substantial adverse impacts involving substantial soil erosion or the loss of topsoil is discussed on pages 4.5-13 through 4.5-15 of the Final EIR.
- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the project potential for substantial soil erosion or the loss of topsoil.
- c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce potential for substantial soil erosion or the loss of topsoil, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/JOS Action 2.A.1.d. Native vegetation is strongly encouraged for landscaping, erosion control, or other purposes. Use of non-native vegetation shall require an assessment and mitigation of the effects of the introduced species, and in no case shall invasive non-native species be approved.

Action 18.D.1.f. Utilize Best Management Practices (BMPs) including, but not limited to, the Low Impact Development (LID) techniques in the Appendix of the General Plan to minimize the effects of runoff.

C/JOS Action 4.A.8.a. As required by the Lahontan Regional Water Quality Control Board, projects must

provide post-construction stormwater management plans. Developers should utilize stormwater control measures that are compatible with low-impact development solutions (see General Plan Appendix), such as rain gardens, green roofs, detention ponds, bioretention swales, pervious pavement, vegetated infiltration ponds, and other measures provided by the California Stormwater Quality Association (www.casqa.org) to effectively treat post-construction stormwater runoff, help sustain watershed processes, protect receiving water, and maintain healthy watersheds.

C/OS Action 4.A.8.c. Maintain drainage systems associated with roads and public infrastructure for stormwater management.

C/OS Action 4.A.8.d. Complementary design features with the potential to improve habitat such as settling basins, vaults, and bank stabilization should be considered when designing or maintaining culverts. Culverts should be analyzed and designed to limit unintended adverse impacts such as degraded water quality, erosion and siltation of wetlands.

C/OS Action 4.A.8.e. Subject to the availability of County resources, provide education and advice on LID measures that could be incorporated into project designs.

C/OS Policy 4.A.6. Discourage development within 30 feet of recharge, riparian, and wetland areas to minimize trampling, erosion and siltation impacts, and consider amending the General Plan to specify use and setback requirements. Continue to enforce setback requirements from surface waters.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate or reduce to a level that is less-than significant the potentially significant impacts associated with soil erosion and loss of topsoil would be to more severely restrict development potential in Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts related to the potential for substantial soil erosion or the loss of topsoil thus represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives

listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

3. **General Plan implementation could result in structures located on a geologic unit or soil that is unstable or would become unstable due to the project and potentially result in lateral spreading, subsidence, liquefaction or collapse.**
 - a. **POTENTIAL IMPACT:** The potential for the project to expose people or structures to unstable geology and potentially result in lateral spreading, subsidence, liquefaction or collapse, is discussed on pages 4.5-15 through 4.5-16 of the Final EIR.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the project potential for people and structures to be exposure to unstable geology, potentially resulting in lateral spreading, subsidence, liquefaction or collapse.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential for people and structures to be exposure to unstable geology, potentially resulting in lateral spreading, subsidence, liquefaction or collapse, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant adverse effects related to the exposure of people and structures to unstable geology (potentially resulting in lateral spreading, subsidence, liquefaction or collapse), would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with unstable geologic structures thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

4. **General Plan implementation would not result in structures on expansive soils incapable of adequately supporting the use of septic tanks or alternative waste systems:** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
5. **General Plan implementation could result in the loss of availability of a known mineral resource or an identified locally important mineral resource that would be of value to the region and to residents of the state of California.**
 - a. **POTENTIAL IMPACT:** The potential for the project to result in loss of availability of a known mineral resource or an identified locally important mineral resource is discussed on pages 4.5-20 through 4.5-22 of the Final EIR.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potential loss of availability of a known mineral resource or an identified locally important mineral resource.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project that would reduce potential loss of mineral resources, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to mineral resources to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially loss of mineral resources would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with mineral resources are thus significant and unavoidable.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional

recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A₁ (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

C. HEALTH, SAFETY AND HAZARDS

1. General Plan implementation could create a significant hazard to the public or to the environment through the transport, use or disposal of hazardous materials or the release of hazardous materials into the environment.

- a. **POTENTIAL IMPACT:** Final EIR pages 4.6-26 through 4.6-29 discuss the potential for the project to create a significant hazard to the public or to the environment through the transport, use or disposal of hazardous materials or the release of hazardous materials into the environment.
- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with transport, use, disposal or release of hazardous materials.
- c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential hazards associated with transport, use, disposal or release of hazardous materials, the potential remains for significant adverse impacts.
 - ii. **Finding:** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts associated with use, transport, disposal or release of hazardous materials would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A₁ (Biology) above. Impacts associated with transport, use, disposal or release of hazardous materials thus represent a significant and unavoidable impact of the project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would

contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A₁ (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

2. ***General Plan implementation would not create hazards resulting from projects located on sites that are included on a list of hazardous materials sites:*** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
3. ***General Plan implementation would not expose people or structures to airport hazards:*** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
4. ***General Plan implementation could impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation plan.***
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.6-35 through 4.6-36 discuss the potential for the project to impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation plan.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with impaired emergency evacuation.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential hazards associated with impaired implementation of or physical interference with emergency evacuation, the potential remains for significant adverse impacts.
 - ii. **Finding:** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding:** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potential for impaired emergency evacuation would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A₁ (Biology) above. Impacts

associated with impaired implementation of or physical interference with emergency evacuation thus represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A₁ (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

5. *General Plan implementation could expose people or structures to a significant risk of loss, injury or death involving wildland fires.*

- a. **POTENTIAL IMPACT:** Final EIR pages 4.6-36 through 4.6-37 discuss the potential for the project to expose people or structures to a significant risk of loss, injury or death involving wildland fires.
- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with exposure to wildland fire risks.
- c. **FINDINGS:** Based upon the administrative record, the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential hazards associated with exposure of people or structures to significant risk of loss, injury or death involving wildland fires, the potential remains for significant adverse impacts.
 - ii. **Finding:** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding:** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potential for impaired emergency evacuation would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A₁ (Biology) above. Impacts

associated with exposure to wildland fire risk thus represent a significant and unavoidable impact of the Project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A₁ (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

6. *General Plan implementation could expose people or structures to a significant risk involving avalanche, landslides, destructive storms or winds, rockfall or volcanic activity.*

- a. **POTENTIAL IMPACT:** Final EIR pages 4.6-37 through 4.6-39 discuss the potential for the project to expose people or structures to a significant risk involving avalanche, landslides, destructive storms or winds, rockfall or volcanic activity.
- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with exposure to avalanche, landslides, destructive storms or winds, rockfall or volcanic activity.
- c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential hazards associated with exposure of people or structures to significant risk involving avalanche, landslides, destructive storms or winds, rockfall or volcanic activity, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potential for impaired emergency evacuation would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as

described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with exposure to avalanche, landslides, destructive storms or winds, rockfall or volcanic activity thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

D. CULTURAL RESOURCES

1. **General Plan implementation could cause a substantial adverse change in the significance of a prehistoric or historic resource.**
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.7-11 through 4.7-13 discuss the potential for the project to cause a substantial adverse change in the significance of a prehistoric or historic resource.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with adverse change in the significance of a prehistoric or historic resource.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential to cause a substantial adverse change in the significance of a prehistoric or historic resource, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.

- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts associated with protection of historic or prehistoric resource would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with potential change in the significance of a prehistoric or historic resource thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

- 2. **General Plan implementation could directly or indirectly destroy a unique paleontological resource or site or feature.**
 - a. **POTENTIAL IMPACT:** The potential for the project to directly or indirectly destroy a unique paleontological resource or site or feature is discussed on Final EIR page 4.7-13.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with potential destruction of a unique paleontological resource or site or feature.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential for the project to destroy a unique paleontological resource or site or feature, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.

- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts associated with loss of a paleontological resource would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. The potential destruction of a unique paleontological site, resource or feature thus represents a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

3. General Plan implementation could cause disturbance to human remains or sacred lands, including those interred outside of formal cemeteries.

- a. **POTENTIAL IMPACT:** The potential for the project to cause disturbance to human remains or sacred lands is discussed on Final EIR pages 4.7-13 and 4.7-14.
- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with potential disturbance of human remains or sacred lands.
- c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential for the project to disturb human remains or sacred lands, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under

the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts associated with disturbance to human remains or sacred lands would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with potential disturbance of human remains or sacred lands thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

E. HYDROLOGY, FLOODING, WATER QUALITY, WATER SUPPLY

1. General Plan implementation could cause a violation of water quality objectives and standards.

- a. **POTENTIAL IMPACT:** Final EIR pages 4.8-31 through 4.8-37 discuss the potential for the project to cause a violation of water quality standards.
- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards associated with a potential violation of water quality standards.
- c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce potential to cause a violation of water quality standards, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.1.b. Project design should first seek to avoid impacts. Unavoidable impacts should next be minimized, and finally mitigated. Examples of potential appropriate mitigation measures for projects

identified by Action 1.1 as having significant impacts to animal and plant habitats include:

- i. designing projects to limit the conveyance of pollutants and sediments from runoff into wetlands and riparian areas;

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

LU Action 18.D.1.f. Utilize Best Management Practices (BMPs) including, but not limited to, the Low Impact Development (LID) techniques in the Appendix of the General Plan to minimize the effects of runoff.

C/OS Action 4.A.8.a. As required by the Lahontan Regional Water Quality Control Board, projects must provide post-construction stormwater management plans. Developers should utilize stormwater control measures that are compatible with low-impact development solutions (see General Plan Appendix), such as rain gardens, green roofs, detention ponds, bioretention swales, pervious pavement, vegetated infiltration ponds, and other measures provided by the California Stormwater Quality Association (www.casqa.org) to effectively treat post-construction stormwater runoff, help sustain watershed processes, protect receiving water, and maintain healthy watersheds.

C/OS Action 4.A.8.c. Maintain drainage systems associated with roads and public infrastructure for stormwater management.

C/OS Action 4.A.8.e. Subject to the availability of County resources, provide education and advice on LID measures that could be incorporated into project designs.

C/OS Action 5.C.2.i. Proactively collaborate with stakeholders to avoid and minimize impacts to water quality from livestock and grazing activities, and recognize and support the Regional Water Quality Control Board, Sierra Business Council and UC Davis incentives for ranchers to install and monitor the efficacy of grazing management practices in an effort to protect and improve water quality.

C/OS Policy 4.A.6. Discourage development within 30 feet of recharge, riparian, and wetland areas to minimize trampling, erosion and siltation impacts, and consider amending the General Plan to specify use and setback requirements. Continue to enforce setback requirements from surface waters.

C/OS Action 4.A.8.c. Maintain drainage systems associated with roads and public infrastructure for stormwater management.

C/OS Action 4.A.8.d. Complementary design features with the potential to improve habitat such as settling basins, vaults, and bank stabilization should be considered when designing or maintaining culverts. Culverts should be analyzed and designed to limit unintended adverse impacts such as degraded water quality, erosion and siltation of wetlands.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts associated with potential violation of water quality standards would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with potential violation of water quality standards thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

2. ***General Plan implementation could jeopardize compliance with wastewater treatment requirements of the Lahontan Regional Water Quality Control Board (LRWQCB) or require construction or expansion of wastewater treatment facilities.***
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.8-37 through 4.8-39 discuss the potential for the project to jeopardize compliance with LRWQCB wastewater treatment requirements or cause construction or expansion of wastewater treatment facilities.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the significant hazards resulting from noncompliance with LRWQCB wastewater treatment requirements.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce the significant hazards resulting from noncompliance with LRWQCB wastewater treatment requirements, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C Policy 4.B.5. Work with special districts and other appropriate entities to meet community infrastructure needs such as water, sewer, fire protection, etc.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.

- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts resulting from noncompliance with LRWQCB wastewater treatment requirements would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Project impacts resulting from potential noncompliance with LRWQCB wastewater treatment requirements are therefore significant and unavoidable.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

3. **General Plan implementation could result in a situation where water supplies are insufficient to serve approved long-term uses.**
- a. **POTENTIAL IMPACT:** Final EIR pages 4.8-39 through 4.8-46 discuss the availability of adequate water to serve the project from existing entitlements, facilities and resources.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potential that water supplies will be insufficient to serve approved land uses.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce the significant hazards associated with insufficient water supplies, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C Policy 4.B.5. Work with special districts and other appropriate entities to meet community infrastructure

needs such as water, sewer, fire protection, etc.

C/OS Action 3.E.1.b. Applications for out-of-basin water transfers shall be submitted to the county Planning Division and shall include the following information: point of extraction; amount of extraction; nature and location of conveyance facilities; and identification of potential impacts to the environment such as wildlife and riparian habitat, wetlands, in-stream habitat, other water users (e.g., agricultural operators), and also including indirect effects such as the potential for increased flood risk due to reduced wetlands, and increased fire hazard risk that could result in increased sedimentation and reduced groundwater recharge capacity.

C/OS Action 3.E.1.c. In issuing a water transfer permit, the Planning Commission shall make the following findings: that the proposed project meets all reasonable beneficial water needs, including uses in-stream and for agricultural operations and recreational purposes, within the basin of origin; and that the proposed project adequately protects water quality, in-stream flows, lake levels, riparian areas, vegetation types, sensitive/rare wildlife and habitat, and related resources such as the visual quality and character of the landscape; and is not likely to increase indirect effects such as flooding, wildfire, and/or sedimentation, or reduce groundwater recharge capacity. Projects that do not adequately protect these resources shall be denied.

C/OS Policy 3.E.2.b. Applications for groundwater export projects shall obtain a Groundwater Transfer permit (Mono County Code section 20.01), which requires the assessment of the potential impacts of the project prior to project approval in accordance with CEQA, and requires findings to be made. In addition, indirect impacts of increased wildfire risk and sedimentation resulting from fire, and increased flood risk and reduced recharge rates due to reduced or degraded wetlands and riparian areas, should be considered.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts resulting from insufficient water supplies would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with the potential insufficiency of water resources therefore represent a significant and unavoidable impact of the project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono

County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

4. **General Plan implementation could alter existing drainage patterns in a manner that would result in substantial erosion, siltation, flooding or polluted runoff.**
- a. **POTENTIAL IMPACT:** Final EIR pages 4.8-46 through 4.8-48 discuss the potential for alteration of drainage patterns so as to cause substantial erosion, siltation, flooding or polluted runoff.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potential that drainage patterns would be altered in a manner that would result in substantial erosion, siltation, flooding or polluted runoff.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce the significant hazards associated erosion, siltation, flooding or polluted runoff resulting from the alteration of drainage patterns, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.1.b. Project design should first seek to avoid impacts. Unavoidable impacts should next be minimized, and finally mitigated. Examples of potential appropriate mitigation measures for projects identified by Action 1.1 as having significant impacts to animal and plant habitats include:

- h. when wetland and riparian disturbance cannot be avoided, seek restoration of adjacent habitat or compensation through an acceptable mitigation fee or other program pursuant to CEQA requirements to meet §404 of the Clean Water Act;
- i. designing projects to limit the conveyance of pollutants and sediments from runoff into wetlands and riparian areas;
- l. requiring development projects affecting and adjacent to wetland or riparian areas to undertake habitat restoration, including the removal of non-native species, when feasible, to ensure ecosystem function.

C/OS Action 2.A.1.d. Native vegetation is strongly encouraged for landscaping, erosion control, or other purposes. Use of non-native vegetation shall require an assessment and mitigation of the effects of the introduced species, and in no case shall invasive non-native species be approved.

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

LU Action 18.D.1.f. Utilize Best Management Practices (BMPs) including, but not limited to, the Low Impact Development (LID) techniques in the Appendix of the General Plan to minimize the effects of runoff.

C/OS Action 4.A.8.a. As required by the Lahontan Regional Water Quality Control Board, projects must provide post-construction stormwater management plans. Developers should utilize stormwater control measures that are compatible with low-impact development solutions (see General Plan Appendix), such as rain gardens, green roofs, detention ponds, bioretention swales, pervious pavement, vegetated infiltration ponds, and other measures provided by the California Stormwater Quality Association (www.casqa.org) to effectively treat post-construction stormwater runoff, help sustain watershed processes, protect receiving water, and maintain healthy watersheds.

C/OS Action 4.A.8.c. Maintain drainage systems associated with roads and public infrastructure for stormwater management.

C/OS Action 4.A.8.e. Subject to the availability of County resources, provide education and advice on LID measures that could be incorporated into project designs.

C/OS Action 3.E.1.b. Applications for out-of-basin water transfers shall be submitted to the county Planning Division and shall include the following information: point of extraction; amount of extraction; nature and location of conveyance facilities; and identification of potential impacts to the environment such as wildlife and riparian habitat, wetlands, in-stream habitat, other water users (e.g., agricultural operators), and also including indirect effects such as the potential for increased flood risk due to reduced wetlands, and increased fire hazard risk that could result in increased sedimentation and reduced groundwater recharge capacity.

C/OS Action 3.E.1.c. In issuing a water transfer permit, the Planning Commission shall make the following findings: that the proposed project meets all reasonable beneficial water needs, including uses in-stream and for agricultural operations and recreational purposes, within the basin of origin; and that the proposed project adequately protects water quality, in-stream flows, lake levels, riparian areas, vegetation types, sensitive/rare wildlife and habitat, and related resources such as the visual quality and character of the landscape; and is not likely to increase indirect effects such as flooding, wildfire, and/or sedimentation, or reduce groundwater recharge capacity. Projects that do not adequately protect these resources shall be denied.

C/OS Policy 3.E.2.b. Applications for groundwater export projects shall obtain a Groundwater Transfer permit (Mono County Code section 20.01), which requires the assessment of the potential impacts of the project prior to project approval in accordance with CEQA, and requires findings to be made. In addition, indirect impacts of increased wildfire risk and sedimentation resulting from fire, and increased flood risk and reduced recharge rates due to reduced or degraded wetlands and riparian areas, should be considered.

C/OS Action 5.C.2.i. Proactively collaborate with stakeholders to avoid and minimize impacts to water quality from livestock and grazing activities, and recognize and support the Regional Water Quality Control Board, Sierra Business Council and UC Davis incentives for ranchers to install and monitor the efficacy of grazing management practices in an effort to protect and improve water quality.

C/OS Policy 4.A.6. Discourage development within 30 feet of recharge, riparian, and wetland areas to minimize trampling, erosion and siltation impacts, and consider amending the General Plan to specify use and setback requirements. Continue to enforce setback requirements from surface waters.

C/OS Action 4.A.8.d. Complementary design features with the potential to improve habitat such as settling basins, vaults, and bank stabilization should be considered when designing or maintaining culverts. Culverts should be analyzed and designed to limit unintended adverse impacts such as degraded water quality, erosion and siltation of wetlands.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potential for significant erosion, siltation, flooding or polluted runoff resulting from the alteration of drainage patterns would be to more severely restrict development potential in Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Impacts associated with the altered drainage patterns therefore represent a significant and unavoidable impact of the project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

- 6. ***General Plan implementation would not place housing in a mapped 100-year flood hazard zone:*** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
- 7. ***General Plan implementation would not expose people or structures to a significant risk of loss, injury or death involving flood, including failure or a levee or dam:*** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
- 8. ***General Plan implementation would not expose people or structures to significant risk resulting from seiche, tsunami or mudflow:*** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.

F. RECREATION

1. **General Plan implementation would not increase the use of parks or recreational facilities such that substantial deterioration would occur:** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
2. **General Plan implementation may include the construction, use or expansion of recreational facilities that may adversely impact the environment.**
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.9-14 through 4.9-16 discuss the potential for project recreational facilities to adversely impact the environment.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potentially significant environmental impacts associated with use or construction of recreational facilities.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce potential adverse environmental impacts associated with recreational facilities and activities, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
 - iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant impacts associated with potential violation of water quality standards would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Adverse environmental impacts associated with recreation thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

G. AESTHETICS, LIGHT & GLARE, SCENIC RESOURCES

1. **General Plan implementation may have a substantial adverse effect on a scenic vista or scenic resources including trees, rock outcropping and historic building in a state scenic highway.**
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.10-12 through 4.10-14 discuss the potential for the project to adversely impact a scenic vista or scenic resources in a state scenic highway.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potentially significant adverse project impacts on a scenic vista or scenic resources in a state scenic highway.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce potential adverse environmental impacts on a scenic vista or scenic resources in a state scenic highway, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 3.E.1.c. In issuing a water transfer permit, the Planning Commission shall make the following findings: that the proposed project meets all reasonable beneficial water needs, including uses in-stream and for agricultural operations and recreational purposes, within the basin of origin; and that the proposed project adequately protects water quality, in-stream flows, lake levels, riparian areas, vegetation types, sensitive/rare wildlife and habitat, and related resources such as the visual quality and character of the landscape; and is not likely to increase indirect effects such as flooding, wildfire, and/or sedimentation, or reduce groundwater recharge capacity. Projects that do not adequately protect these resources shall be denied.

LU Policy 7.B.3. Ensure that any transfer (by sale or lease) of surface water rights will not impact the natural resource values of the Bridgeport Valley.

RTP Policy 18.A.3. Support preservation of the existing heritage trees along US 395 in a manner that ensures roadway safety.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to eliminate the potentially significant

impacts on candidate and sensitive species would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Adverse impacts to scenic vistas or scenic resources in a state scenic highway thus represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

2. **General Plan implementation may substantially degrade the existing visual character or quality of a site in the County and surrounding areas.**
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.10-14 through 4.10-15 discuss the potential for the project to degrade the visual character or quality of County sites and surrounding areas.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potentially significant degradation of the visual character or quality of County lands.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce the potentially significant degradation of the visual character or quality of County lands, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C/OS Action 2.A.3.c. When applicable, revegetation and landscape plans should include provisions to retain and re-establish upland vegetation, especially bitterbrush and sagebrush, as important mule deer and sage grouse habitat.

C/OS Action 13.C.4.d. Seek ways to form partnerships that will facilitate mitigative control or eradication of invasive non-native plants in and around town areas. Identify and explore methods of forming collaborations, funding, and facilitating such programs.

C/OS Policy 4.A.5. Projects within 30 feet of or that may otherwise impact wetland or riparian vegetation shall implement best management practices as recommended by the State Water Quality Control Board.

C/OS Policy 4.A.7. Continue to support “no net loss” of wetlands at a regional scale.

RTP Policy 18.A.3. Support preservation of the existing heritage trees along US 395 in a manner that ensures roadway safety.

C/OS Action 3.E.1.b. Applications for out-of-basin water transfers shall be submitted to the county Planning Division and shall include the following information: point of extraction; amount of extraction; nature and location of conveyance facilities; and identification of potential impacts to the environment such as wildlife and riparian habitat, wetlands, in-stream habitat, other water users (e.g., agricultural operators), and also including indirect effects such as the potential for increased flood risk due to reduced wetlands, and increased fire hazard risk that could result in increased sedimentation and reduced groundwater recharge capacity.

C/OS Action 3.E.1.c. In issuing a water transfer permit, the Planning Commission shall make the following findings: that the proposed project meets all reasonable beneficial water needs, including uses in-stream and for agricultural operations and recreational purposes, within the basin of origin; and that the proposed project adequately protects water quality, in-stream flows, lake levels, riparian areas, vegetation types, sensitive/rare wildlife and habitat, and related resources such as the visual quality and character of the landscape; and is not likely to increase indirect effects such as flooding, wildfire, and/or sedimentation, or reduce groundwater recharge capacity. Projects that do not adequately protect these resources shall be denied.

C/OS Policy 3.E.2.b. Applications for groundwater export projects shall obtain a Groundwater Transfer permit (Mono County Code section 20.01), which requires the assessment of the potential impacts of the project prior to project approval in accordance with CEQA, and requires findings to be made. In addition, indirect impacts of increased wildfire risk and sedimentation resulting from fire, and increased flood risk and reduced recharge rates due to reduced or degraded wetlands and riparian areas, should be considered.

LU Policy 7.B.3. Ensure that any transfer (by sale or lease) of surface water rights will not impact the natural resource values of the Bridgeport Valley.

C/OS Action 5.C.2.i. Proactively collaborate with stakeholders to avoid and minimize impacts to water quality from livestock and grazing activities, and recognize and support the Regional Water Quality Control Board, Sierra Business Council and UC Davis incentives for ranchers to install and monitor the efficacy of grazing management practices in an effort to protect and improve water quality.

C/OS Policy 4.A.6. Discourage development within 30 feet of recharge, riparian, and wetland areas to minimize trampling, erosion and siltation impacts, and consider amending the General Plan to specify use and setback requirements. Continue to enforce setback requirements from surface waters.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce to less than significant levels the potential impacts on the visual character or quality of Mono County lands
- iii. **Facts and Reasoning that Support Finding.** The 2015 General Plan policies and actions would ensure that impacts are reduced, and the level of development allowed under the 2015 General Plan

is less than currently allowed; however, the only method to eliminate the potentially significant degradation of the visual character or quality of County lands would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Degradation of the visual character or quality of Mono County lands is therefore a significant and unavoidable impact of the project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

3. ***General Plan implementation may create new sources of substantial light or glare that would adversely affect day or nighttime views.***
 - a. **POTENTIAL IMPACT:** Final EIR page 4.10-16 discusses the potential for the project to create new sources of substantial light or glare that would adversely affect day or nighttime views.
 - b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potential for the project to create new sources of substantial light or glare that would adversely affect day or nighttime views.
 - c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
 - i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. No further feasible mitigating policies and actions were identified in response to impacts determined during environmental review. Even with the implementation of the original project components that would reduce the potential for the project to create new sources of substantial light or glare that would adversely affect day or nighttime views, the potential remains for significant adverse impacts.
 - ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce to less than significant levels the potential for new sources of substantial light and glare.
 - iii. **Facts and Reasoning that Support Finding.** The 2015 General Plan policies and actions would ensure that impacts are reduced, and the level of development allowed under the 2015 General Plan is less than currently allowed; however, the only method to eliminate the potential for the project

to create new sources of substantial light or glare would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A₁ (Biology) above. Creation of new sources of light and glare is thus a significant and unavoidable impact of the project.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A₁ (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

H. AGRICULTURE

No significant adverse impacts on agricultural resources are foreseen, and no Findings or Statement of Overriding Effects are required.

I. POPULATION AND HOUSING

No significant adverse impacts on population or housing are foreseen and no Findings or Statement of Overriding Effects are required.

J. PUBLIC SERVICES AND UTILITIES

1. ***General Plan implementation may create a need for new or modified governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection, school services, or other public services and utilities.***
 - a. **POTENTIAL IMPACT:** Final EIR pages 4.13-15 through 4.13-21 discuss the potential for the project to create a need for new or modified governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection, school services or other public services and utilities.

- b. **MITIGATION MEASURES:** No feasible mitigation is available that would reduce to less than significant levels the potentially significant adverse project impacts on governmental services to ensure adequate levels of public services and utilities.
- c. **FINDINGS:** Based upon the administrative record the Mono County LTC finds:
- i. **Effects of Mitigation and Remaining Impacts.** The Project, as originally designed, includes numerous components as described in Final EIR Appendix D, Table 4.4-10, that minimize the severity of this impact. In addition, further policies and actions were developed in response to impacts identified during environmental review and incorporated directly into the project. These policies and actions have been included in the MMRP, are fully enforceable, and are listed below. However, even with the implementation of policies and actions that would reduce potential adverse environmental impacts associated with public services and utilities, the potential remains for significant adverse impacts.

MITIGATING POLICIES

C Policy 4.B.5. Work with special districts and other appropriate entities to meet community infrastructure needs such as water, sewer, fire protection, etc.

- ii. **Finding.** Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities to highly trained workers, make infeasible the implementation of additional mitigation measures or project alternatives identified in the final EIR that would reduce impacts to a less-than-significant level.
- iii. **Facts and Reasoning that Support Finding.** While the 2015 General Plan policies and actions would ensure that impacts are reduced, and although the level of development allowed under the 2015 General Plan is less than currently allowed, the only method to ensure adequate utility service levels would be to more severely restrict development potential within Mono County. Such a restriction would not meet the project objectives as described on Final EIR pages 3-2 and 3-3 and listed under Impact A1 (Biology) above. Adverse impacts to public services and utilities therefore represent a significant and unavoidable project impact.

The Mono County economy is supported largely by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide for a level of development that would allow additional community development and services and facilities for visitors and residents. The project also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability. Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism occurs on public lands, with support facilities on private lands. It is anticipated that the county's economy will remain dependent on tourism and outdoor recreation due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The proposed level of development would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives listed under Impact A1 (Biology) above and provide economic, social, legal, and other considerable benefits as described in Section VII below.

2. **General Plan implementation would not result in a wasteful or inefficient consumption of energy:** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.
3. **General Plan implementation would not result in land uses that are served by a landfill with insufficient permitted capacity:** No significant adverse impacts are foreseen and no Findings or Statement of Overriding Effects are required.

K. NOISE

No significant adverse noise impacts noise are foreseen, and no Findings or Statement of Overriding Effects are required.

VII. STATEMENTS OF OVERRIDING CONSIDERATIONS

As required by Public Resources Code §21081(b) and CEQA Guidelines §15093, the County of Mono has balanced the benefits associated with the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* against the unavoidable adverse impacts that would result. The County has included all feasible mitigation measures as policies and action items within the *2015 Updates and Repeal of the Conway Ranch Specific Plan*. The County has also examined alternatives to the proposed project, and has determined that adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* as proposed is the most desirable, feasible, and appropriate action at this time. The other alternatives, while meritorious, are rejected as infeasible based on consideration of the relevant factors discussed in EIR Chapter 6.

A. Significant Unavoidable Impacts

Based on the information and analysis set forth in the EIR and summarized in Section III of these Findings, implementation of the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would result in project-specific significant and unavoidable adverse impacts related to:

- **Biological Resources**, including candidate/sensitive/special status species, riparian habitat, wetlands, migration, and local biological resource protection ordinances
- **Soils and Geologic Hazards**, including exposure to seismic effects and unstable geologic structures, soil erosion, and loss of mineral resources
- **Health and Safety Hazards**, including potential release of hazardous substances, inadequate emergency response, and exposure to wildland fire risks
- **Cultural Resources**, including impacts to prehistoric or historic structures, paleontological resources, and sacred lands
- **Hydrology, Water Quality and Water Supplies**, including violation of water quality objectives, violation of waste discharge requirements, lack of adequate water supplies, and erosion and siltation from altered drainages
- **Recreation**, including impacts on recreational facilities and resources
- **Aesthetic and Visual Resources, Light and Glare**, including impacts to scenic resources in a state scenic highway, degraded visual character or quality, and new sources of light and glare
- **Public Services and Utilities**, including impacts on fire and utility services

BIOLOGICAL RESOURCES

Recreational activities, development, and population growth associated with the *2015 Updates and Repeal of the Conway Ranch Specific Plan* land uses and project activities would result in a wide range of impacts to biological resources including (a) permanent loss of habitat for special status species, (b) fragmentation of wildlife movement

corridors and nursery sites, (c) direct and indirect impacts to special status species, (d) impacts to and loss of wetlands, (e) impacts to locally important floral and faunal resources, and (f) reduction and degradation of sensitive habitats. Biological resources are an important and limited resource and the direct and indirect impacts of implementation on these resources are considered to be significant, unavoidable and adverse.

Land uses and activities that are implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan*, if approved, would be subject to a wide range of goals, objectives, policies and actions that are intended to protect and enhance the biological resources of Mono County, including many policies and actions that were developed in the course of the environmental review process. However, even with implementation of these policies and actions, the land uses and activities associated with the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* have the potential to considerably contribute to a net reduction in valuable habitats, an increased human presence in the vicinity of special status species, and the loss of candidate/sensitive/special status species. No feasible mitigation is available to fully avoid the direct and cumulative effects on these resources, or to mitigate the contribution to a less-than-significant level. The proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* contribution to this cumulative impact is therefore considerable, and the impact is significant and unavoidable.

SOILS AND GEOLOGIC HAZARDS

Mono County lies at the boundary of the Sierra Nevada (one of the most geologically young and seismically active regions in North America) and the Basin and Range Province, and is subject to a wide range of geological forces that have produced significant tectonic, volcanic and glacial activity. A wide range of land uses and projects may be undertaken in future years if the *2015 Updates and Repeal of the Conway Ranch Specific Plan* are approved and implemented; these developments and activities, as well as the people who use them, will be subject to the potentially substantial hazards and risks arising from these forces. Mono County is also home to significant mineral resources, the recovery of which may be rendered infeasible if the proposed uses are implemented. The direct and indirect soil and geologic hazards that may be associated with implementation are therefore considered to be significant, unavoidable and adverse.

Land uses and activities that are implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan*, if approved, would be subject to a wide range of state regulations (including seismic standards that are among the most stringent in the world), as well as a wide range of goals, objectives, policies and actions that are intended to minimize geologic risks and hazards, and optimize the responsible recovery of mineral resources. However, the land uses and activities associated with the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* implementation will inevitably increase the exposure of people and structures to the considerable seismic, geologic and erosional hazards of this region, and also reduce the feasibility of mineral resource recovery. The enforcement of state regulations and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* policies and actions will reduce these direct and cumulative risks and hazards. However, no feasible mitigation is available to avoid the wide range of soils and geologic hazards, or to mitigate the risks of exposure to less-than-significant levels. The project contribution to this direct and cumulative impact is therefore considerable, and the potential impacts are significant, adverse and unavoidable.

HEALTH AND SAFETY HAZARDS

Mono County highways (particularly US 395 and US 6) are frequently used for the transport of hazardous substances, and there are a number of waste generation facilities located throughout the county. The county is home to three airports and numerous helipads, and is characterized by terrain that makes access difficult and weather conditions and other factors that are conducive to potentially destructive wildfire hazards. As a result of the geologic conditions noted above, many regions throughout Mono County are subject to avalanche, landslides, rockfall, volcanic activity and/or destructive winds. The expanded range and extent of land uses and activities that would result, if the *2015 Updates and Repeal of the Conway Ranch Specific Plan* are approved and implemented, will substantially increase the number of people and structures that are exposed to these wide ranging health and safety hazards. The direct and indirect health and safety hazards that may be associated with implementation are therefore considered to be significant, unavoidable and adverse.

All of the uses and activities implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would be subject to wide-ranging regulations (at the federal, state and local/regional levels), and numerous Mono County goals, objectives, policies and actions that are intended to minimize health and safety risks and hazards. However, the land uses and activities associated with the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* implementation will inevitably increase the exposure of people and structures to the considerable health and safety hazards of this region. The enforcement of state regulations and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* policies and actions will reduce these direct and cumulative risks and hazards. However, no feasible mitigation is available to avoid the wide range of health and safety hazards, or to mitigate the risks of exposure to less-than-significant levels. The project contribution to this direct and cumulative impact is therefore considerable, and the potential impacts are significant, adverse and unavoidable.

CULTURAL RESOURCES

Mono County cultural resources have been shaped by numerous historical and cultural influences that include Native Americans, miners, ranchers, trappers, the military, forestry, and federal and local land managers and governmental. Though little is known of the paleontology of the region, there is evidence that a marine environment existing prior to the onset of volcanic activity. The significant history of Native American tribes in the region indicates a wide presence of Sacred Lands, many of which are unrecorded. Despite the significant cultural heritage, however, only a limited area has been properly surveyed for historic and paleontological resources, and the Native American tribes are generally reluctant or unwilling to share information about sacred sites. Lacking baseline data, Mono County is not equipped to develop informed policies and actions that would prohibit or restrict access to vulnerable areas. As a result, there is a significant potential that historic, paleontological and sacred lands may be disturbed, vandalized or destroyed as a direct or indirect consequence of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* implementation. Such impacts are potentially significant, unavoidable and adverse

Land uses and activities that are implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would be subject to a wide range of regulations (state, federal and local) and to a wide range of Mono County goals, objectives, policies and actions that are intended to minimize the potential for loss or damage to cultural resources. However, the lack of baseline information, coupled with the increased range and number of land uses, activities and people associated with the project, will inevitably increase the potential that the cultural resources of Mono County will be damaged and, in some instances, lost to future generations. The enforcement of regulations and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* policies and actions will reduce these direct and cumulative risks. However, no feasible mitigation is available to avoid the potential damage to or loss of cultural sites and artifacts, or to mitigate the risks of such impacts to less-than-significant levels. The project contribution to this direct and cumulative impact is therefore considerable, and the potential impacts are significant, adverse and unavoidable.

HYDROLOGY, WATER QUALITY, WATER SUPPLY

Recreational activities, development, and population growth associated with the *2015 Updates and Repeal of the Conway Ranch Specific Plan* land uses and project activities would result in a wide range of impacts to hydrologic resources including (a) violations of water quality objectives established by the Lahontan Regional Water Quality Control Board (LRWQCB) to protect the beneficial uses of waters in the county; (b) violation of waste discharge requirements established by LRWQCB to protect waters from the potentially significant adverse effects of point-source and non-point source discharges; (c) lack of water supplies adequate to serve planned future uses; and (d) degradation of ground and surface water supplies resulting from erosion and siltation due to altered drainages. Many of the county's hydrologic resources are classified as 'high quality waters,' indicating that their value contributes not only to Mono County but also to the welfare of the people of California as a whole. The direct and indirect adverse effects on these resources that may result from implementation are therefore considered to be significant, unavoidable and adverse.

Land uses and activities that are implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would be subject to a very wide range of regulations (federal, state and local) as well as the *2015 Updates and Repeal of the Conway Ranch Specific Plan* goals, objectives, policies and actions that have been proposed to

protect and enhance the hydrologic resources of Mono County (many of which were developed in the course of the environmental review process). However, even with implementation of these policies and actions, the land uses and activities associated with the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* have the potential to increase the number and range and distribution of violations to water quality objective and waste discharge requirements, to exacerbate potential limitations on water supply, and to increase the impacts to ground and surface waters resulting from siltation and erosion. No feasible mitigation is available to fully avoid the direct and cumulative effects on these resources, or to mitigate the contribution to a less-than-significant level. The proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* contribution to this cumulative impact is therefore considerable, and the impact is significant and unavoidable.

RECREATION

Recreation is associated with a wide range of significant and adverse environmental effects. The adverse effects include damage to plants, displaced soil organisms, compaction of mineral soils, nutrient loading, introduction of non-native invasive species, habitat fragmentation, microclimatic changes, and disturbance to the movement, nesting and behavior of wildlife. The direct and indirect impacts of implementation on these recreational resources are considered to be significant, unavoidable and adverse.

Recreation is also associated with numerous benefits (strengthened communities and social bonds, improved health and longevity, diminished risk of disease and enhanced immune systems, safer and cleaner neighborhoods, increased volunteerism and stewardship), the goal of enhanced recreational opportunities is central to the Mono County *2015 Updates and Repeal of the Conway Ranch Specific Plan*. Recreational uses and activities that are implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would be subject to a wide range of regulations (federal, state and local) as well as the extensive list of *2015 Updates and Repeal of the Conway Ranch Specific Plan* goals, objectives, policies and actions that are intended to protect and enhance the recreational resources of Mono County. However, the implementation of these policies and actions will not reduce to less than significant levels the potential adverse effects described in Final EIR §4.9 and briefly summarized above. No feasible mitigation is available to fully avoid or substantially reduce the direct and cumulative effects on these resources. The proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* contribution to this direct and cumulative impact is thus considerable, and the impact is significant, adverse and unavoidable.

AESTHETICS AND VISUAL RESOURCES

Land uses associated with the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would allow for a wide range of development to occur in areas that are now undeveloped, or have historically been used for agricultural operations. The introduction of new development into previously undisturbed areas or areas that have been historically used for agricultural operations may result in potentially significant impacts to scenic resources, including scenic resources in state scenic highways, may degrade the visual character of Mono County, and may introduce new sources of light and glare that could impact daytime and nighttime views. The direct and indirect impacts of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* implementation on these visual and aesthetic resources are considered to be significant, unavoidable and adverse.

Land uses and activities that are implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would be subject to numerous Mono County goals, objectives, policies and actions that are intended to protect and enhance the substantial visual and aesthetic resources of this region, as well as the formidable regulations created by the National Forest Service, BLM and Caltrans to protect the aesthetic resources of lands under their jurisdiction. The regulations and policies will minimize the direct and cumulative adverse effects of development on aesthetic and visual resources. However, no feasible mitigation is available to avoid the impacts to these resources or to mitigate the risks of such impacts to less-than-significant levels. The project contribution to direct and cumulative impacts on aesthetic and visual resources is therefore considerable, and the potential impacts are significant, adverse and unavoidable.

PUBLIC SERVICES AND UTILITIES

Several of the special districts throughout Mono County are struggling to meet existing demands, and may be unprepared to meet the added demands associated with future growth that would result if the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* are approved and implemented. Issues of particular concern include fire districts with uncertain availability of reliable future water supplies, fire districts with low ISO ratings, fire districts with an insufficient pool of volunteers, areas with access inadequate to assure emergency services, and a general absence of long-term planning documents. These shortcomings have potentially significant ramifications for public health and welfare. The potential for adverse consequences would be amplified by the added service demands associated with project implementation. The direct and indirect impacts of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* implementation on these public services and utilities are considered to be significant, unavoidable and adverse.

The land uses and activities that would be implemented under the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* would be subject to Mono County goals, objectives, policies and actions that are intended to strengthen the provision and delivery of public services and thereby protect the public welfare. The proposed policies and actions will somewhat attenuate the direct and cumulative adverse effects of development on public services and utilities. However, no feasible mitigation is available to avoid the added burden on these services, or to mitigate the risks of such impacts to less-than-significant levels. The project contribution to direct and cumulative impacts on public services and utilities is therefore considerable, and the potential impacts are significant, adverse and unavoidable.

B. Benefits of the Proposed General Plan and Overriding Considerations

The County of Mono has independently reviewed the information in the EIR and the record of proceedings for the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* project. The County has also made a reasonable and good faith effort to eliminate or substantially lessen the impacts that would result from the proposed *2015 Updates and Repeal of the Conway Ranch Specific Plan* project by including policies and actions that effectively mitigate potential environmental impacts to the greatest extent feasible, and has balanced the project's benefits against the project's significant unavoidable impacts.

Mono County's economy is primarily supported by tourism and outdoor recreation, with agriculture also a significant source of revenue and employment. The project provides for a level of development that would allow additional community development as well as additional services and facilities for visitors and residents. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* update also allows for recreational development throughout the county, which would contribute to the county's economic growth and stability.

Development opportunities in Mono County are highly constrained by the extremely limited private land base (6% of all lands within the County are private). Much of the recreation and tourism in the county occurs on publicly owned lands, with support facilities on private lands. It is anticipated that the county's economy will remain primarily dependent on tourism and outdoor recreation, largely due to the limited private land base, extensive environmental constraints on development, and distance from urbanized areas. The local economy has experienced annual fluctuations (at times extreme) due to the seasonal nature of many recreational experiences available in the county. In order to stabilize the economy, it is necessary to expand the range of year-round recreational/tourist opportunities throughout the county.

The *2015 Updates and Repeal of the Conway Ranch Specific Plan* project provides for a level of development that allows community areas to develop additional services and facilities that would support a balanced mix of land uses. Additional recreational development would in turn create job opportunities for area residents, and would benefit Mono County through increased revenues to the County, particularly in the form of additional transient occupancy taxes, sales taxes, and property taxes.

In addition to the economic benefits outlined above, adoption and implementation of the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project would implement all of the basic project objectives and provide the following economic, social, legal, and other considerable benefits as described below:

1. *Respect Community Preferences:* The *2015 Updates and Repeal of the Conway Ranch Specific Plan* have been through a community-based process anchored by extensive meetings with the Regional Planning and Advisory Committees, the Planning Commission, the Board of Supervisors and a host of federal, state and local planning partners. These collaborations have been designed to ensure that the *2015 Updates and Repeal of the Conway Ranch Specific Plan* programs respect community preferences and private property rights, and represent a considered balance of the goals, aspirations and capabilities of residents and special interest groups in each community and planning area.
2. *Protect the Outstanding Scenic, Recreational and Environmental Resources of Mono County:* The *2015 Updates and Repeal of the Conway Ranch Specific Plan* place a primary emphasis on preservation and responsible environmental stewardship of the abundant and outstanding visual, biological, geologic, natural, cultural, agricultural, and historic resources that uniquely define the character and ecological importance of Mono County. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* provide a series of land use maps and a wide range of GIS maps and tools that depict existing development, physical constraints, agricultural preservation, recreational and economic development, geologic and public safety hazards, and incompatible uses. The land use maps assigns densities and use types to all county lands with the specific intent to enhance safety, livability, and economic vitality in accordance with the needs and wishes of individual Mono County communities and planning areas.
3. *Facilitate Streamlining and Tiering of Future CEQA Documents and Provide Incentives for General Plan Compliance:* The *2015 Updates and Repeal of the Conway Ranch Specific Plan* set forth CEQA procedures designed to minimize redundant cost and effort, and promote community-based and environmentally-sustainable land uses that can be implemented with minimal regulation if consistent with the adopted plans.
4. *Strengthen County Infrastructure:* The *2015 Updates and Repeal of the Conway Ranch Specific Plan* programs focus on activities that will balance the need for adequate infrastructure, housing, and economic vitality with the need for resource management, agricultural preservation, environmental protection, and preservation of a high quality of life for Mono County residents and visitors.
5. *Promote Resource Efficiency:* The *2015 Updates and Repeal of the Conway Ranch Specific Plan* improve mobility options through the development of a multi-modal transportation network that enhances connectivity, supports community and recreational development patterns and goals, minimizes traffic congestion, improves emergency access, promotes public and alternative transportation, strengthens communities through improved Main Street design elements, and increases inter- and intraregional circulation networks. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* also incorporate robust programs to minimize the adverse environmental effects associated with global climate change by implementing practices and policies that limit emissions, promote the efficient use of resources, and support regulations and developments and land use patterns that reduce greenhouse gas emissions.
6. *Strengthen the Mono County Economy and Support Vibrant Rural Communities:* The *2015 Updates and Repeal of the Conway Ranch Specific Plan* include initiatives to enhance the economic vitality of Mono County communities through an expanded range of opportunities for recreational and business development, with supportive service and infrastructure improvement plans. The *2015 Updates and Repeal of the Conway Ranch Specific Plan* programs implement core Mono County principles of sustainable growth by concentrating new development in and directly adjacent to existing communities, thereby minimizing land consumption while maintaining the open space, visual, habitat, recreational, and agricultural uses that support vibrant rural communities throughout the Planning Area.

VIII. CONCLUSION

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the Mono County LTC finds that the unavoidable adverse environmental impacts associated with the *2015 Regional Transportation Plan Update* project, as shown in the EIR for the *2015 Updates and Repeal of the Conway Ranch Specific Plan* project, may be considered “acceptable” due to the specific considerations listed above, which outweigh the unavoidable, adverse environmental impacts of the proposed project. The Mono County LTC has considered information contained in the EIR prepared for the proposed *2015 Regional Transportation Plan Update* project, as well as the public testimony and record of proceedings in which the project was considered. Recognizing that significant unavoidable impacts may result from implementation of the proposed *2015 Regional Transportation Plan Update*, the LTC finds that the benefits of the RTP and overriding considerations outweigh the adverse effects of the project. Having included all feasible mitigation measures as policies and actions in the project, and having recognized and acknowledged all unavoidable significant impacts, the LTC hereby finds that each of the separate benefits of the proposed *2015 Regional Transportation Plan Update* project, as stated herein, represents an overriding consideration that warrants adoption of the proposed *2015 Regional Transportation Plan Update* and outweighs and overrides its unavoidable significant effects, and thereby justifies the adoption and implementation of the proposed *2015 Regional Transportation Plan Update*.

Based on the foregoing findings and the information contained in the record, the Mono County LTC hereby determines that:

1. All significant effects on the environment due to implementation of the proposed *2015 Regional Transportation Plan Update* project have been eliminated or substantially lessened where feasible;
2. There are at the present time no feasible alternatives to the proposed *2015 Regional Transportation Plan Update* project that would mitigate or substantially lessen the impacts; and
3. The remaining significant effects on the environment found to be adverse and unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
(760) 924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

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

LTC Staff Report

December 14, 2015

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Adoption of the 2016 Regional Transportation Improvement Program (RTIP)

RECOMMENDATIONS

Open public hearing, discuss and consider adoption of Resolution R15-10 approving the 2016 RTIP and allow staff to make any minor technical corrections.

FISCAL IMPLICATIONS

The RTIP funds local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE

The adoption of the RTIP is a statutory exemption under the California Environmental Quality Act (CEQA guideline section 15276(a)). Individual RTIP projects are subject to CEQA as part of future permitting and allocation of funds by the California Transportation Commission (CTC).

RTP/RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan. The two new projects proposed in the 2016 RTIP are consistent with the 2015 RTP.

DISCUSSION

The State Transportation Improvement Program (STIP) occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. As in prior STIPs, any new capacity or available new funding is at the end of the 2016 cycle. New STIP funding is extremely limited. For this current fiscal year 2015-16, there is approximately \$399 million in programmed projects. The CTC staff estimates about \$250 million to allocate for existing projects. This amounts to a shortfall of almost \$150 million for this fiscal year alone. The CTC is meeting Dec. 9 and 10, so more may be known next week about any allocation plans going forward.

Attached is a proposed 2016 RTIP with \$980,000 in new programming. Project development (planning, programming, and monitoring - PPM) accounts for \$360,000 in new funding, and replacement buses for Eastern Sierra Transit Authority (ESTA) account for the remaining \$620,000.

ATTACHMENTS:

- Resolution R15-10
- 2016 Regional Transportation Improvement Program

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax

RESOLUTION R15-010

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE 2016 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, two new projects are programmed in the 2016 RTIP with input from Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

WHEREAS, the projects identified in the 2016 Regional Transportation Improvement Program are consistent with the 2016 STIP guidelines established by the California Transportation Commission and the 2015 Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts the 2016 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 14 day of December, 2015, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

Fred Stump, Chair
Mono County Local Transportation Commission

Approved as to form:

Stacey Simon, County Counsel

ATTEST:

C.D. Ritter, Secretary

MONO 2016 RTIP				(\$1,000's)															
						not part 16 RTIP		FY Totals					Component Totals						
Agency	Rte	PPNO	Project	Total	Prior	14-15	15-16	16-17	17-18	18-19	19-20	21-22	ROW	Const	PA & ED	PS & E	R/W sup	Con sup	
Caltrans	14	8042A	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 1	4,489	1,380	0	0	3,109	0	0	0	0	950	2799	0	250	180	310	
Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0	0	0	1653	0	0	975	630	0	
Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)	500	0	0	0	500	0	0	0	0	0	500	0	0	0	0	
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)	11,705	1,200	1,655	0	0	0	8,850	0	0	1352	8040	687	513	303	810	
Caltrans	395	260B	SBd, Rte 15-Farmington, widen (RIP)	2,000	2,000	0	0	0	0	0	0	0	0	0	2000	0	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)	310	310	0	0	0	0	0	0	0	0	0	310	0	0	0	
Mammoth Lakes	203	2601	West Minaret Road (SR 203) Sidewalk & Safety Project, phase 2a, 2b, 3	775	0	25	175	575	0	0	0	0	125	575	25	50	0	0	
Mammoth Lakes	203	2602	North Main St. (SR 203) North main St. Sidewalk and Safety Impr Project Phase 2a	2,150	0	60	2,090	0	0	0	0	0	0	2000	60	90	0	0	
Mammoth Lakes	loc	2595	Meridian Roundabout & signal relocation to Sierra Park	2,610	0	0	0	0	2,610	0	0	0	0	2610	0	0	0	0	
Mono County	loc	2603	Airport Road Rehabilitation Project	1,273	0	0	0	31	52	1,190	0	0	0	1,190	31	52	0	0	
Mono County	loc	2605	County-wide Preventative Maintenance Program	1,150	0	0	50	100	1,000	0	0	0	0	1,000	50	100	0	0	
Mono LTC	loc	2003	Planning, programming, and monitoring	795	0	130	130	175	180	180				795	0	0	0	0	
New 2016	Mono LTC	loc	2003	Planning, programming, and monitoring	360						180	180		360					
Rail and Transit Project Proposals:																			
Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	400	0	200	200	0	0	0				400					
New 2016	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	620			305	315					620					
subtotal new programming				980															
STIP shares for 2016 (not much)				0															
STIP unprogrammed share balance (8/05/2015)				1925															
less new 2016 RTIP programming				980															
Total unprogrammed share balance				945															

Mono County Local Transportation Commission

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760- 924-1800 phone, 924-1801 fax
monocounty.ca.gov

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

Staff Report

December 14, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: Mid-Year Budget Adjustment to allocate Rural Planning Assistance and Planning Programming and Monitoring funds not used in 2014-15 as well as adjust any budgets as needed.

RECOMMENDATION

Adopt Amendment 01 to the Mono County Overall Work Program 2015-16 to incorporate an additional \$6,001 into the Planning, Programming and Monitoring (PPM) Work Element budgets and an additional \$9,417 into the Rural Planning Assistance (RPA) Work Element budgets. Authorize LTC executive director to sign adjusted Overall Work Program Agreement (OWPA) via minute order M15-05.

FISCAL IMPLICATIONS

This amendment will program the PPM and RPA funding not used in 2014-15 fiscal year and increase the budgets of the work elements in the adopted Mono County 2015-16 OWP.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission on May 11, 2015. Due to the timeline for development, adoption and approval of the OWP with Caltrans, the 2015-16 OWP was drafted and adopted before knowing what total expenditures would be for the 2014-15 OWP work elements. At this time Planning, Programming and Monitoring funds in the amount of \$6,001 and Rural Planning Assistance Funds in the amount of \$9,417 are available for allocation in the 2015-16 OWP. Additionally, the amount available for the Transportation Planning Grant 5304 for ESTA Short-Range Transit Plan in 2015-16 is \$82,504.88. Amendment 01 to the 2015-16 OWP will program the additional funds and accurately budget the remaining expenditures for the ESTA Short-Range Transit Grant. Amendment 01 also includes changes to work elements in the adopted Mono County 2015-16 Overall Work Program to allow for funds to be used on projects moving forward and removing funds from projects near completion. Amendment 01 will allocate all available PPM and RPA funding to work elements as needed.

ATTACHMENTS

- FY 2015-16 OWP Budget Adjustment
- 2015-16 OWP revised to include Amendment 01
- M15-05 for signing of OWPA to incorporate RPA rollover from 2014-15

FY 2014/15 OWP Preliminary Budget \$ 230,000.00 \$ 65,000.00 \$ 165,000.00
 Budget Adjustment \$ 100,000.00 \$ - \$ 9,417.16
RPA Current Budget \$ 239,417.16 \$ 65,000.00 \$ 174,417.16

\$ 239,417.16 Total RPA Adjusted Budget

Total	RPA			Quarter 1 Billing			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget		
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County	
	\$ 230,000.00	\$ 55,000.00	\$ 175,000.00	\$ 66,832.42	\$ 8,732.02	\$ 58,100.40	\$ 8,500.00	\$ 917.16	\$ 63,500.00	\$ 175,917.16	\$ 56,729.07	\$ 117,816.76	
100-12-0	2016/17 OWP Development and Approval	\$ 13,000.00	\$ 3,000.00	\$ 10,000.00	\$ 2,627.20	\$ 14.84	\$ 2,612.36			\$ 3,000.00	\$ 10,000.00	\$ 2,985.16	\$ 7,387.64
101-12-0	2014/15 & 2015/16 OWP Admin	\$ 20,000.00	\$ 5,000.00	\$ 15,000.00	\$ 5,317.98	\$ 737.10	\$ 4,580.88	\$ (2,500.00)	\$ 917.16	\$ 2,500.00	\$ 15,917.16	\$ 1,762.90	\$ 11,336.28
103-13-0	Local Transportation Commission Staff Support	\$ 20,000.00		\$ 20,000.00	\$ 5,150.27	\$ -	\$ 5,150.27			\$ -	\$ 20,000.00	\$ -	\$ 14,849.73
200-13-0	Regional Transportation Plan	\$ 20,000.00	\$ -	\$ 20,000.00	\$ 20,000.00	\$ -	\$ 20,000.00	\$ 20,000.00		\$ -	\$ 40,000.00	\$ -	\$ 20,000.00
201-12-1	Regional Trails	\$ 20,000.00	\$ 5,000.00	\$ 15,000.00	\$ 5,530.22	\$ 306.40	\$ 5,223.82			\$ 5,000.00	\$ 15,000.00	\$ 4,693.60	\$ 9,776.18
300-13-0	Transit Planning	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ 341.24		\$ 341.24			\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 1,658.76
302-12-4	ESTA Update of Inyo-Mono Coord. Public Transit-Human Services Trans. Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
501-15-0	Airport Planning	\$ 8,000.00	\$ 5,000.00	\$ 3,000.00	\$ 65.26	\$ -	\$ 65.26	\$ (2,000.00)		\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 2,934.74
600-12-0	Regional Transportation Grant Applications	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 2,578.04	\$ 1,225.58	\$ 1,352.46	\$ (3,000.00)		\$ 2,000.00	\$ 5,000.00	\$ 774.42	\$ 3,647.54
611-14-2	Mammoth Lakes Mobility Element Adoption	\$ -			\$ 3,718.44	\$ 3,718.44	\$ -	\$ 35,000.00		\$ 35,000.00	\$ -	\$ 31,281.56	\$ -
612-15-0	Highway 395/6 Corridor Wi-Fi Plan	\$ 7,500.00		\$ 7,500.00	\$ -	\$ -	\$ -	\$ (5,000.00)		\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
614-15-0	Alternative Fueling Station Corridor Policy	\$ 7,500.00		\$ 7,500.00	\$ -	\$ -	\$ -	\$ (5,000.00)		\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
615-15-0	Active Transportation Program(ATP)	\$ 5,000.00		\$ 5,000.00	\$ 108.16	\$ -	\$ 108.16	\$ (2,000.00)		\$ -	\$ 3,000.00	\$ -	\$ 2,891.84
616-15-0	Community Emergency Access Route Assessment	\$ 10,000.00		\$ 10,000.00	\$ -	\$ -	\$ -			\$ -	\$ 10,000.00	\$ -	\$ 10,000.00
617-15-0	Community Way-Finding Design Standards	\$ 15,000.00	\$ 5,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ (5,000.00)	\$ (5,000.00)	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
800-12-1	Interregional Transportation Planning	\$ 7,000.00	\$ 5,000.00	\$ 2,000.00	\$ 2,000.00	\$ -	\$ 2,000.00	\$ (4,000.00)	\$ 3,000.00	\$ 1,000.00	\$ 5,000.00	\$ 1,000.00	\$ 3,000.00
804-15-1	Community Traffic Calming & Complete Streets Design Standards	\$ 10,000.00	\$ -	\$ 10,000.00	\$ -	\$ -	\$ -	\$ (3,000.00)		\$ -	\$ 7,000.00	\$ -	\$ 7,000.00
900-12-0	Current Planning, Monitoring & Traffic Issues	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 2,915.33	\$ 768.57	\$ 2,146.76	\$ (5,000.00)		\$ 5,000.00	\$ 10,000.00	\$ 4,231.43	\$ 7,853.24
903-12-1	Regional Pavement & Asset Management System	\$ 15,000.00	\$ -	\$ 15,000.00	\$ 9,519.19	\$ -	\$ 9,519.19			\$ -	\$ 15,000.00	\$ -	\$ 5,480.81
908-14-1	Regional Maintenance MOU	\$ 8,000.00	\$ 5,000.00	\$ 3,000.00	\$ -	\$ -	\$ -	\$ (5,000.00)	\$ (3,000.00)	\$ -	\$ -	\$ -	\$ -
1000-12-0	Training & Development	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 6,961.09	\$ 1,961.09	\$ 5,000.00			\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ -

Max Admin = 25% \$ 57,500.00
 Admin \$ 45,000.00

FY 2013/14 OWP Preliminary Budget \$ 130,000.00 \$ 99,000.00 \$ 31,000.00
 Budget Adjustment \$ 6,001.00 \$ - \$ 6,001.00
PPM Current Budget \$ 136,001.00 \$ 99,000.00 \$ 37,001.00

\$ 136,001.00 Total PPM Adjusted Budget

Total	PPM Budget			Quarter 1 Billing			Mid-Year Budget Adjustment		Adjusted Budget		Remaining Budget		
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County	
200-13-0	Regional Transportation Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,501.00	\$ 90,500.00	\$ 45,501.00	\$ 90,500.00	\$ 27,034.81	
201-12-1	Regional Trails	\$ 10,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ (8,000.00)		\$ 2,000.00	\$ -	\$ 2,000.00	\$ -	
501-15-0	Airport Planning	\$ 10,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ (10,000.00)		\$ -	\$ -	\$ -	\$ -	
600-12-0	Regional Transportation Grant Applications	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ -			\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	
605-12-2	Mammoth Lakes Stormwater Management Plan	\$ 5,000.00	\$ 5,000.00	\$ 795.50	\$ 795.50	\$ -	\$ (3,500.00)		\$ 1,500.00	\$ -	\$ 704.50	\$ -	
607-136-2	Project	\$ 15,000.00	\$ 15,000.00	\$ 190.01	\$ 190.01	\$ -	\$ (7,000.00)		\$ 8,000.00	\$ -	\$ 7,809.99	\$ -	
611-14-2	Mammoth Lakes Mobility Element Adoption	\$ 10,000.00	\$ 10,000.00	\$ 3,718.44	\$ 3,718.44	\$ -	\$ 25,000.00		\$ 35,000.00	\$ -	\$ 31,281.56	\$ -	
700-12-0	Regional Project Study Reports	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 2,538.44	\$ 2,406.09	\$ 132.35	\$ (1,000.00)		\$ 9,000.00	\$ 10,000.00	\$ 6,593.91	\$ 9,867.65
701-12-1	Regional Transportation Improvement Program (RTIP) update	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 1,832.84	\$ -	\$ 1,832.84	\$ (5,000.00)		\$ -	\$ 5,000.00	\$ -	\$ 3,167.16
800-12-1	Interregional Transportation Planning	\$ -			\$ -	\$ -	\$ -	\$ 3,000.00		\$ -	\$ 3,000.00	\$ -	\$ 3,000.00
803-13-1	Mammoth Lakes Air Quality monitoring and planning	\$ 4,000.00	\$ 4,000.00	\$ -	\$ -	\$ -	\$ (1,000.00)		\$ 3,000.00	\$ -	\$ 3,000.00	\$ -	
900-12-0	Current Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ -	\$ (3,000.00)		\$ 2,000.00	\$ -	\$ 2,000.00	\$ -	
902-12-2	Regional Transportation Data Collection Equipment	\$ 5,000.00	\$ 5,000.00	\$ -	\$ 2,771.39	\$ 2,771.39	\$ -		\$ 5,000.00	\$ -	\$ 2,228.61	\$ -	
903-12-1	Regional Pavement & Asset Management System	\$ 21,000.00	\$ 10,000.00	\$ 11,000.00	\$ 4,244.98	\$ 4,244.98	\$ -	\$ 8,000.00		\$ 18,000.00	\$ 11,000.00	\$ 13,755.02	\$ 11,000.00
1000-12-0	Training and Development	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00	\$ 2,724.88	\$ 423.93	\$ 2,300.95	\$ (3,000.00)		\$ 2,000.00	\$ 5,000.00	\$ 1,576.07	\$ 2,699.05

Mono County Overall Work Program 2015-2016

**First draft for circulation February 25, 2015
Adopted May 11, 2015
Amendment 01 December 14, 2015**

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OVERALL WORK PROGRAM

INTRODUCTION

Mono County is a rural county located on the eastern side of the Sierra Nevada Mountains. The county has an area of 3,103 square miles and a total population of 14,202 (2010 US Census). The county's one incorporated area, the Town of Mammoth Lakes, contains approximately 58 percent of the county population. During periods of heavy recreational usage, the Town of Mammoth Lakes' population approaches 35,000.

Approximately 94 percent of Mono County is public land administered by the U.S. Forest Service, the Bureau of Land Management, the State of California, and the Los Angeles Department of Water and Power. The scenic and recreational attributes of this public land help support tourism and recreation as the major industry in the county. Approximately 80 percent of all employment is directly, or indirectly, associated with this industry. Annually, more than 6 million visitor-days of use occur on public lands in Mono County. The majority of these visitors travel to and through the county on the state highway system. Major attractions include Mammoth and June Mountain ski areas, Yosemite National Park, Mono Lake, Devils Postpile National Monument, Bodie State Historic Park, and the many lakes, streams and backcountry attractions accessed through Mono County communities.

Communities in the unincorporated area of the county are dispersed throughout the region, primarily along U.S. Highways 395 and 6. Communities along Highway 395 include Topaz, Coleville, Walker, Bridgeport, Mono City, Lee Vining, June Lake, and the Crowley communities of Long Valley, McGee Creek, Crowley Lake, Aspen Springs, and Sunny Slopes. These communities are generally small, rural in character and oriented primarily to serving recreational and tourist traffic. Walker, Topaz, Coleville, Bridgeport, and Lee Vining share Highway 395 as their main street for commerce and community activities. The Mono Local Transportation Commission has been working with Caltrans to develop plans for Highway 395 that meet community and interregional traveler needs.

Several Mono County communities are experiencing modest growth. The Long Valley, Paradise and Wheeler Crest communities have experienced development pressures in the past due in part to the increasing development in the Town of Mammoth Lakes, which is developing into a year-round destination resort. The June Lake Community has also experienced resort development pressure across Highway 158 from the base of June Mountain. As the gateway to Yosemite, Lee Vining is sharing in the strong seasonal visitation numbers of Yosemite as well as the development influence of the Mammoth-June area. The Antelope Valley communities of Topaz, Coleville, and Walker have been influenced by development pressures from the Gardnerville/Carson City area in Nevada. While the recession has resulted in less pressure from development, an economic recovery could bring these pressures back, and this possibility needs to be considered in long-term planning efforts.

Benton, Hammil, and Chalfant, located along Highway 6 in the Tri-Valley area, have been influenced by development pressures from Bishop in Inyo County and, to a lesser degree, from the Town of Mammoth Lakes. These communities, which are situated in agricultural valleys, experience less recreational and tourist traffic than the rest of the county, but are experiencing increasing levels of truck traffic. Highway 120 out of Benton, together with the Benton Crossing Road, provides interregional access to Yosemite and Mammoth for Las Vegas, Nevada and other origins east of California.

TRANSPORTATION GOALS AND ISSUES

The goal of the Mono County Regional Transportation Plan (RTP) is to provide and maintain a transportation system that provides for the safe, efficient, and environmentally sound movement of people, goods and services, and which is consistent with the socioeconomic and land use needs of Mono County. The primary transportation mode is the existing highway and local road system. The bikeway/trail component of the transportation system has become an increasingly important mode of circulation, particularly in Mammoth Lakes. Several communities are in the process of planning improvements to the pedestrian/livable nature of their communities, particularly on Main Street.

Air travel to and from the Eastern Sierra has made substantial improvements in past years at Mammoth Yosemite Airport. Winter air service from Mammoth Yosemite Airport includes nonstop flights to Los Angeles, San Francisco, San Diego, Las Vegas, Nevada. Year-round air service is available to Los Angeles.

An increase in population and recreational use, particularly in Mammoth Lakes, may contribute more to air pollution problems, primarily related to wood smoke and cinder/dust. Mammoth Lakes is classified as a nonattainment area for state ozone standards, and for state and federal PM-10 standards. Mammoth Lakes has placed a greater emphasis on transit and trail improvements, rather than road improvements, to address the impact of vehicle traffic on air quality problems.

The rural, sparsely populated nature of Mono County makes it difficult to provide equitable transit services to the various communities. The Eastern Sierra Transit Authority (ESTA) is the transit provider in Mono County, and last year assumed winter transit service from Mammoth Mountain within Mammoth Lakes. Fixed route and public Dial-A-Ride service has been established within the town of Mammoth Lakes, and public transit by ESTA extends in some form to most unincorporated communities. The Mono County LTC is a founding member of the Yosemite Area Regional Transportation System, which provides interregional transit to Yosemite National Park. The Mono County LTC is also a founding member of the Eastern California Transportation Planning Partnership, and has been collaborating with Kern and Inyo counties to maintain and increase interregional transit service to the south. Interregional service is provided between Carson-Reno and Lancaster through the Carson Ridgecrest Eastern Sierra Transit (CREST) route via ESTA. Through transit planning processes, the three counties are examining short-term and long-term methods of retaining interregional transit services to the Eastern Sierra.

PUBLIC PARTICIPATION

The LTC utilizes the extensive public participation network of Mono County and the Town of Mammoth Lakes in seeking continual public input in transportation and land use planning. The County, in addition to its Planning Commission and Land Development Technical Advisory Committee, uses standing Regional Planning Advisory Committees (RPAC) or Citizen Advisory Committees for input and comment from community members. The LTC also relies on its Social Services Transportation Advisory Council and extensive community outreach to provide for public participation on transit-related issues.

The Town's Planning and Economic Development Commission actively reviews and seeks public participation in transportation and airport planning activities, including issues regarding transit service, development review, capital projects, and transportation support infrastructure, policies, and programs.

TRIBAL CONSULTATION

Native American participation includes contact with representatives of the two Tribal Governments; the Bridgeport Indian Colony and Utu Utu Gwaitu Paiute tribe of the Benton Reservation. Tribal governments also participate in the Mono County Collaborative Planning Team, which meets quarterly to collaborate on regional planning issues with state, federal and local agencies, such as Caltrans, BLM, USFS, the Town of Mammoth Lakes, and Mono County. Tribal representatives also occasionally participate at RPAC meetings. Staff continues efforts to outreach and call for projects to both tribal governments on transportation issues and opportunities such as the Regional Transportation Plan, and the Regional Transportation Improvement Program.

ORGANIZATION OF THE MONO COUNTY LTC

The LTC is the designated Regional Transportation Planning Agency for Mono County. Its membership includes two members of the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council and three members of the Mono County Board of Supervisors. The Mono County LTC acts as an autonomous agency in filling the mandates of the Transportation Development Act (TDA).

The primary duties of the LTC consist of the following:

- Every five years, prepare, adopt and submit a Regional Transportation Plan (RTP), and, every two years, a Regional Transportation Improvement Program (RTIP) to the Department of Transportation (Caltrans) and the California Transportation Commission;
- Annually, review and comment on the Transportation Improvement Plan contained in the State Transportation Improvement Program (STIP);
- Provide ongoing administration of the Transportation Development Act funds; and
- Annually, prepare and submit the Overall Work Program.

The Town of Mammoth Lakes and the County of Mono have entered into a multi-year Memorandum of Understanding for planning, staff and administrative support services to the Mono LTC. Staff services focus on fulfilling the requirements of the California Transportation Development Act, administering the functions of the Mono County Local Transportation Commission, executing the Regional Transportation Plan and implementing the annual Overall Work Program.

PLANNING EMPHASIS AREAS UNDER MAP-21

The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The eight planning factors for a rural RTPA are addressed in the 2015-16 OWP where applicable, and are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

WORK ELEMENT 100-12-0**OVERALL WORK PROGRAM DEVELOPMENT AND APPROVAL****PURPOSE**

The purpose of this Work Element is to develop the Overall Work Program for the following year and have the OWP approved by Caltrans. This is also where we assign time if we need to make adjustments to the current OWP.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review status of current OWP activities and deliverables	County, Town LTC	Status update report	12/31/2015
2.	Solicit potential work items from potential partners	County LTC	Proposed work items	12/15/2015
3.	Develop priorities for new OWP	County LTC, Town LTC		12/31/2015
4.	Solicit input from LTC on priorities	County LTC		1/13/2016
5.	Review OWP Guidance document in conjunction with proposed projects	County LTC, Town LTC	LTC staff recommendation	1/31/2016
6.	Draft OWP	County LTC, Town LTC	Draft OWP	2/1/2016
7.	Draft OWP reviewed by LTC	County LTC		2/10/2016
8.	Caltrans review of draft OWP	County LTC	OWP	3/1/2016
9.	Draft OWP reviewed by LTC	County LTC		3/10/2016
10.	Incorporate Caltrans suggestions into OWP	County LTC, Town LTC		3/31/2016
11.	Draft OWP reviewed by LTC	County LTC		4/14/2016
12.	Final adoption of OWP	County LTC		5/12/2016
13.	Caltrans approval of OWP	LTC	Approved OWP for 2016-17	6/15/2016
14.	Develop, review & approve amendments as needed	County, LTC		As needed

PREVIOUS WORK

This Work Element is primarily devoted to developing the Overall Work Program for the next fiscal year. This is an annual and ongoing work element.

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$3,000	\$10,000	\$13,000
PPM FUNDING			
TOTAL FUNDING	\$3,000	\$10,000	\$13,000

WORK ELEMENT 101-12-0**OVERALL WORK PROGRAM ADMINISTRATION****PURPOSE**

The purpose of this Work Element is to close out the 2014-15 OWP and administer the OWP for FY 2015-16.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	2014-15 OWP Quarter 4 invoices/progress reports submitted to LTC Staff	Town, County, LTC	4 th quarter invoices/progress reports	8/31/2015
2.	2014-15 OWP Quarter 4 invoices/progress reports submitted to Caltrans	County LTC	4 th quarter invoices/progress reports	8/31/2015
3.	Year-end paperwork, including Closeout Package to Caltrans	County TLTC	Closeout package	8/31/2014
4.	Create quarterly invoicing/reporting forms from approved OWP	County LTC	Quarterly reporting forms	9/1/2015
5.	Quarter 1 invoices/progress reports submitted to LTC Staff	Town, County, LTC	1 st quarter invoices/progress reports	10/31/2015
6.	Quarter 1 invoices/progress reports submitted to Caltrans	County LTC	1st quarter invoices/progress reports	10/31/2015
7.	Quarter 2 invoices/progress reports submitted to LTC Staff	Town, County, LTC	2 nd quarter invoices/progress reports	1/31/2016
8.	Quarter 2 invoices/progress reports submitted to Caltrans	County LTC	2 nd quarter invoices/progress reports	1/31/2016
9.	Review OWP & quarterly reports for possible amendments	Town, County, LTC	Proposed amended Work Elements	2/1/2016
10.	Draft amended OWP to Caltrans	County LTC, Town LTC	Draft amended OWP	3/1/2016
11.	Amended OWP adopted by LTC	County LTC	Adopted amended OWP	5/14/2016
12.	Quarter 3 invoices/progress reports submitted to LTC Staff	Town, County, LTC	3 rd quarter invoices/progress reports	4/31/2016
13.	Quarter 3 invoices/progress reports submitted to Caltrans	County LTC	3 rd quarter invoices/progress reports	4/31/2016
14.	Amended OWP approved by Caltrans	County LTC	Caltrans approved amended OWP	5/1/2016

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$2,500	\$15,917.16	\$18,417.16
PPM FUNDING			
TOTAL FUNDING	\$5,000	\$15,917.16	\$18,417.16

WORK ELEMENT 103-12-0**LOCAL TRANSPORTATION COMMISSION STAFF SUPPORT****PURPOSE**

The purpose of this Work Element is for assigned staff to provide support for the ongoing functions of the LTC.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintain office conduct day-to-day Commission business & website	County LTC	Customer service, phones, email, research & correspondence	Daily
2.	Prepare, post & distribute LTC agenda packet & supporting materials	County LTC	Agenda packets	Monthly
3.	Prepare LTC minutes & take actions necessary to implement Commission directives	County LTC	Minutes, minute orders, resolutions, & implementation activities	Monthly
4.	Conduct operational & trust fund accounting	County LTC	Required reports	As needed
5.	Administer annual audit	County LTC	Annual audit	12/31/2016
6.	Coordinate with Caltrans & other agencies on Commission matters	County LTC	Agenda items	As needed
7.	Prepare Commission correspondence & respond to phone inquiries	County LTC	Correspondence	As needed
8.	Monitor legislation that impacts transportation planning	County LTC	Staff reports & supporting materials	As needed
9.	Conduct coordination meetings with support staff/agencies	County LTC	Agenda items	As needed

ONGOING TASK

This is an annual and ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$20,000	\$20,000
PPM FUNDING			
TOTAL FUNDING		\$20,000	\$20,000

WORK ELEMENT 200-12-0**REGIONAL TRANSPORTATION PLAN****PURPOSE**

The purpose of this Work Element is to prepare, adopt, and submit the Regional Transportation Program (RTP) to Caltrans and the California Transportation Commission. This task is performed cooperatively by Mono County and Town of Mammoth Lakes staff. The objectives of the RTP are to:

- Establish transportation goals, policies, and actions on a regional and local basis,
- Comply with the State's Regional Transportation Plan Guidelines, including Complete Streets Program, existing conditions assessment requirements, estimate future transportation needs, identify needed transportation improvements, and establish performance measures.
- Reflect Sustainable Communities directives to the extent possible, coordinating with the land use, housing and other general plan elements of the Town and County
- Address Active Transportation needs and increase mobility as a part of the Update
- Address Americans with Disability Act needs and increase mobility and access throughout the region to public buildings and facilities as part of the update.
- Comply with the California Environmental Quality Act, including Greenhouse Gas analysis requirements.

WORK ACTIVITY AND DELIVERABLES: MONO COUNTY

- Fully updated RTP for Adoption, with certified Environmental Impact Report. RTP will include performance measures to better provide decision makers with quantitative measures/priorities versus qualitative measures (MAP-21 performance measures).

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Incorporate & complete current County planning efforts; Bikeway Plan, Main Street Projects (Bridgeport, Lee Vining, June Lake), trails planning, Corridor Management Plan, etc.	County & Town	Additions to &/or modifications of the RTP	7/31/15
2.	Incorporate Digital 395/last-mile provider guidance & other communication & infrastructure policies	County	Capital projects, communications policies	7/31/15
3.	Review Evaluate & revise policy, including identification of future transportation needs/improvements, items required by the RTP guidelines/checklist, Complete Streets requirements, any planning statute requirements for the RTP to also serve as the Circulation Element of the General Plan, & community input.	County & Town	Draft policies & list of community/local /state transportation needs/projects (RTIP & ATP)	7/31/15
4.	Review draft RTP with Caltrans, Town commissions, RPACs, & conduct workshops with commissions & Board, & make any changes	County	Public review of draft RTP & RTP modifications	7/31/15
5.	Coordinate with General Plan update to emphasize sustainable community components	County	Integrated RTP policies	7/31/15
6.	Incorporate natural resource mitigation measures from EIR, including Greenhouse Gas analysis	County	Draft Master Environmental Assessment	7/31/15
7.	Integrate bike, pedestrian & other applicable non-motorized policies into an Active Transportation	County	Draft ATP component	7/31/15

	Plan format as a part of RTP			
8.	Conduct public review of draft EIR	County	Draft EIR	7/15/15
9.	Receive public/agency comments, prepare response to comments, prepare Final EIR, modify RTP & distribute	County	Final EIR & RTP	9/15/15
10.	Notice & conduct public hearing for adoption with Commissions & Board	County	Agendas	11/30/15
11.	Certify EIR & adopt RTP/Circulation Element	County	Adopted documents	11/30/15
12.	File Notice of Determination	County LTC	Notice of Determination	11/30/15

PREVIOUS WORK

Town staff has been working to develop the Town's Capital Improvement Program, which will be incorporated into the RTP. County staff has outreached to Regional Planning Advisory Groups, completed review of most community policy sections, and with the assistance of consultant, integrated feedback and recommendations into a working RTP Draft. An updated Financial Element, Chapter 6, which includes revised commission priorities (short term and long term), financial tables, and revenue sources under MAP-21 was adopted December 2013 and will be further adjusted as needed. The Commission has held a number of review sessions on the working draft.

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$40,000	\$40,000
PPM FUNDING		\$11,501	\$11,501
TOTAL FUNDING		\$51,501	\$51,501

WORK ELEMENT 201-12-1**REGIONAL TRAILS****PURPOSE**

The purpose of Work Element 201-12-1 is to develop trail alignments for Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects, incorporate trails into GIS base mapping, pursue funding for trails development and develop a Web Application for the trails system. No Project Study Reports (PSR) or Project Initiation Documents (PID) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds.

WORK ACTIVITY AND DELIVERABLES MONO COUNTY

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Collaborate with Inyo National Forest & JLCAC on June Lake Trail Plan project(s), including Down Canyon Trail PID/PSR	County	PID/PSR	2/28/16
2.	Route concepts for portions of the Eastern Sierra Regional Trail, including Mono Yosemite Gateway Trail	County	Route concept for regional trail	3/30/16
3.	Develop trails plans/concepts for trail system components for communities such as Bridgeport, Paradise, Crowley, Lee Vining & Walker	County	Route concept for regional trail	6/30/16
4.	Investigate and identify funding sources for Trail projects	County	Grant application	6/30/16
5.	GIS Base mapping - inclusion of trails	County	Updated GIS base maps	ongoing
6.	Web Application Development for trails system	County	Web Application to identify trails	6/30/16
7.	Trail Counter Data Management System Development	County	Trail use Data	6/30/16
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County	Route concept for regional trail	6/30/16
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County	Route concept for regional trail	ongoing

WORK ACTIVITY AND DELIVERABLES TOWN

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Interregional trail coordination. Work with Mono / USFS to ensure cohesive trail planning	Town	Active program	6/30/16
2.	Trail Counter Data Management	Town	Trail use data	6/30/16
3.	Town trail connectivity. Internally evaluate trail connections within municipal boundaries. Ensure all multimodal	Town	Route concept for regional trail	6/30/16
4.	Development of implementation plan	Town	Implementation plan	6/30/16

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$15,000	\$20,000
PPM FUNDING	\$2,000		\$2,000
TOTAL FUNDING	\$7,000	\$15,000	\$22,000

WORK ELEMENT 300-12-0**REGIONAL TRANSIT PLANNING AND COORDINATION****PURPOSE**

The purpose of this Work Element is for Mono County and the Town to review, plan for, and coordinate transit route improvements and transit stop signage or other informational material as needed. This includes holding public transit workshops to identify transit issues, unmet needs and to plan for transit route, scheduling and signage improvements.

Significant coordination between the Town, Mammoth Mountain Ski Area, and the Eastern Sierra Transit Authority, as well as Yosemite Area Regional Transportation System occurs monthly.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Town, MMSA, RPAC & ESTA meetings	County, Town, LTC	Town, MMSA, & ESTA monthly liaison meetings	Monthly
2.	Commission transit workshop-semiannual	County, Town, LTC	Public workshop to discuss transit service	7/31/2015
3.	Identify & analyze winter route, schedule & signage changes (if any)	County, Town, LTC	MOU of route &/or schedule changes	9/31/2015
4.	Prepare Winter transit map	County, Town, LTC	Published Winter Transit Map	11/1/2015
5.	Commission transit workshop-semiannual	County, Town, LTC	Public workshop to discuss transit service	2/28/2016
6.	Identify & analyze summer route, schedule & signage changes (if any)	County, Town, LTC	Summary memorandum of route &/or schedule changes	4/31/2016
7.	Prepare Summer transit map	County, Town, LTC	Published Summer Transit Map	6/1/2016
8.	Final deliverable(s)	County, Town, LTC	Summer & Winter Transit Maps (published); Transit Workshops	6/30/2016
9.	Collect transit needs for community	County, Town, LTC	Needs Assessment	6/30/2016
10.	Intelligent Transportation System Plan	ESTA, County	System Plan	6/30/2016

PREVIOUS WORK

This is an ongoing work item.

ONGOING TASK

This is an ongoing work item.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$2,000	\$2,000	\$4,000
PPM FUNDING			
TOTAL FUNDING	\$2,000	\$2,000	\$4,000

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

Update of the Inyo-Mono Counties Short-Range Transit Plan. This is the transportation planning grant.

WORK ACTIVITY AND DELIVERABLES: ESTA

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Select consultant for updating short-range transit plan	Consultant		2015-16
2.	Conduct existing condition, peer review & performance analysis	Consultant		2015-16
3.	Develop systems goals, objectives, standards & demand analysis	Consultant		2015-16
4.	Conduct security, technology & organizational analysis	Consultant		2015-16
5.	Develop service alternatives & conduct financial & capital analysis	Consultant		2015-16
6.	Draft of Short-Range Transit Plan, conduct review & present for adoption	Consultant	Short-range transit plan	2017
7.	Fiscal management reporting	Consultant		2015-16

PREVIOUS WORK

This is a new work element to update the previous short-range transit plan. Funds were received in the 2014-15 fiscal year. This Work is scheduled to be complete in 2015-16 and funded through FTA Section Transit 5304 Planning Grant.

FUNDING SOURCE

FTA Section Transit 5304 - Planning Grant Application - \$100,000

Local In-Kind Match - \$14,457

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
GRANT		\$82,504.88	\$82,504.88
TOTAL FUNDING		\$82,504.88	\$82,504.88

WORK ELEMENT 501-15-0**AIRPORT PLANNING****PURPOSE**

The purpose of this work element is to incorporate ground access to airports and other related issues into local transportation planning efforts. This work element will include technical studies to support development of plans and supporting environmental documents as needed. This work element will also be used to develop airport land use compatibility plans and capital improvement documents including planning for future airport ground access.

The Town and County have recently completed an Airport Layout Plan (ALP). There is a need to update access and compatibility plans for the area surrounding airports. The Town and County have begun working with FAA on the Airport Capital Improvement Program documents, which includes, among other things, a new three-gate terminal and additional aircraft parking apron for the Mammoth Yosemite airport. The FAA is currently reviewing conceptual project description and is determining whether the project will require a NEPA Environmental Assessment or an Environmental Impact Statement. All RPA funds will focus on land use and transportation planning at airport facilities.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Technical studies including environmental	Town, County		6/30/2016
2.	Airport Capital Improvement Program documents	Town, County		6/30/2016
3.	Airport Land Use Compatibility Plans	County	Grant match	6/30/2016

ONGOING TASK

This is a new work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$3,000	\$3,000	\$6,000
PPM FUNDING			
TOTAL FUNDING	\$3,000	\$3,000	\$6,000

WORK ELEMENT 600-12-0**REGIONAL TRANSPORTATION GRANT APPLICATIONS****PURPOSE**

The purpose of this Work Element to support efforts to gain grant funding for transportation planning and capital projects, including researching and applying for grants. These grant funds can be effectively leveraged to support more detailed transportation planning efforts intended to support the construction of new facilities that enhance the circulation network. Additionally Project Study Reports (PSRs) will be developed and engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

This work element includes pursuing a range of local, State and Federal grant opportunities in 2015-16, including

- Community Based Transportation Planning Grant for district transportation planning.
- Local Measures U and R to support transportation planning for capital improvements and programming.
- ATP (Active Transportation Program) Grant applications.
- Development of Project Study Reports the primary objectives of which are to:
 - Determine and evaluate need and purpose of the project,
 - Evaluate and analyze the project alternatives,
 - Coordinate with statewide, regional, and local planning agencies,
 - Identify potential environmental issues and anticipated environmental review,
 - Identify the potential or proposed sources of funding and project funding eligibility,
 - Develop a project schedule, and
 - Generate an engineer's estimate of probable costs.

Administer and implement awarded grants as needed.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Research grants availability, requirements & determine eligible projects	Town, County & LTC	N/A	TBD as needed
2.	RPA Grant Applications – Pre CEQA	Town, County & LTC	Grant application & supporting materials	TBD as needed
3.	PPM Grant Applications – Project Specific	Town, County & LTC	Final grant application package	TBD as needed
4.	Final Deliverable(s)	Town, County & LTC	Final grant application package(s)	TBD as needed

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$2,000	\$5,000	\$7,000
PPM FUNDING	\$5,000		\$5,000
TOTAL FUNDING	\$7,000	\$5,000	\$12,000

WORK ELEMENT 605-12-2**MAMMOTH LAKES STORMWATER MANAGEMENT MASTER PLAN****PURPOSE**

The purpose of this work element is prepare a Stormwater Management Master Plan that will provide a more proactive approach to managing stormwater, improving water quality and minimizing the risk of flooding. The Stormwater Management Master Plan is an important contributing document to the Town's overall Capital Improvement Program (CIP). It not only helps to prioritize stormwater related improvements, but also helps guide and prioritize street improvement projects with a stormwater component.

Objectives:

1. Develop a Stormwater Master Plan that includes provisions for improved management and policy; guides the development of the Town's CIP related to stormwater and street improvements; and describes maintenance and operations; and provides the opportunity for education and outreach.
2. Build upon the work previously completed by the Town, including the integration of the findings and recommendations included in the Erosion, Drainage and Flooding Project Final Recommendations Report dated April 11, 2008.
3. Identify, delineate and prepare to implement CIP projects identified within the Stormwater Master Plan and related street improvements.

There are several outcomes that will be developed and implemented with the project that are consistent with California Water Code Section 10562

1. Public Education regarding stormwater pollution.
2. Development of local stormwater quality guidelines and local code revisions that address zoning and building activities, including local transportation projects.
3. Development of a retrofit program and policy for existing development to improve stormwater quality.
4. Development of an operations and maintenance plan for both public and private developments.
5. Development of a monitoring, assessment, and reporting plan for both private and public development.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Develop Stormwater Management Plan & Capital Improvement Program	Town	Draft & final stormwater master plan	12/30/2016
2.	Implement strategic aspects of the Stormwater Management Plan <ul style="list-style-type: none"> • Draft & Final Stormwater Finance Strategy & Funding Plan • Draft & Final Stormwater Operations & Maintenance Plan • Draft & Final Framework for Commercial, Industrial & Residential Retrofit Program • Draft & Final Monitoring, Assessment & Reporting Plan 	Town	Draft & final stormwater finance strategy & funding plan; draft & final stormwater operations & maintenance plan; draft & final framework for commercial, industrial & residential Retrofit Program;	6/30/2016

			Draft & Final Monitoring, Assessment & Reporting Plan	
3.	Project Quality Control & Review	Town	Review notes by senior staff	ongoing
4.	California Environmental Quality Act	Town	Prepare environmental checklist & documentation for minor Negative Declaration	9/30/2016
5.	Project Administration	Town	Monthly reports & project invoicing	ongoing

Final Deliverable(s):

- Final Stormwater Finance Strategy & Funding Plan
- Final Stormwater Operations & Maintenance Plan
- Final Framework for Commercial, Industrial and Residential Retrofit Program
- Final Monitoring, Assessment & Reporting Plan
- CEQA Review and adoption
- Update Municipal Code

These deliverables will assist Town compliance with State-mandated nonpoint source controls for stormwater pollution.

PREVIOUS WORK

Draft SMP includes the following:

- Communication with various agencies (Lahontan RWQCB, Mono County, Mammoth Mountain, EPA, DWR, MCWD, Great Basin Unified APCD) to review/provide comments
- The Town's stormwater goals, priorities, and management approach
- Recommended changes to the General Plan and Municipal Code updates
- Capital Improvement Program (CIP) with prioritized list of projects (includes location, work to be done, cost estimate)
- Operations & Maintenance Plan (O&M) – prepare a GIS-based system to be updated by staff personnel, staff inspection sheets for facilities, approach to a general work plan/layout to maintain facilities, GIS user guide to update the GIS-based system
- Public Outreach and Education – a narrative about how the Town plans to implement a public campaign to increase awareness of stormwater issues
- Construction Site Program – Proposed ordinance change to handle stormwater issues, brochure for BMP Implementation for those issued permits

ONGOING TASKS

This project is expected to be completed by Fiscal Year 2015-16.

FUNDING

The Town has been awarded a grant from the Inyo-Mono Integrated Regional Water Management Plan (IRWMP) to complete Phase I of this project. The Town expects to submit another grant application to complete Phase II.

Phase 1 IRWMP Grant: \$88,000

IRWMP Required Match 25%

Town General Fund/other Portion: \$27,375

PPM Match: \$30,000 (\$10,000/year through 2014-15) (\$20,000 in 2015-16)

Total Project Cost: \$229,500

Funding Award Date: Phase I award in negotiation with DWR: \$88,000

Funding Phase 2 DWR grant est. 9/2013: \$108,000

Required project completion deadline: Three years from award of CWR Grant

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$1,500		\$1,500
TOTAL FUNDING	\$1,500		\$1,500

WORK ELEMENT 607-13-2**MAMMOTH LAKES MOBILITY ELEMENT COMPLETION PROJECT****PURPOSE**

The purpose of this work element is to analyze intersection level of service for intersections identified in the Town of Mammoth Lakes Draft Mobility Element and identify potential mitigation measures as necessary to meet level of service standards.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Perform level of service analysis, based on existing traffic model information, on existing & potential future intersections & roadway segments	Town	Intersection & segment LOS worksheets	1/1/16
2.	Conduct special studies for eventual completion of the Mobility Element	Town	Intersection & segment LOS worksheets	3/30/16
3.	Analyze the effects of the current General Plan Circulation Element & the proposed Mobility Element related to build-out of the Town	Town	Intersection & segment LOS worksheets	3/30/16
4.	Analyze specifics of the plan as it relates to new roadways	Town	Intersection & segment LOS worksheets	3/30/16
5.	Identify potential mitigation measures, including CEQA, physical & policy measures	Town	Technical memo & documentation of mitigation measures	6/30/16
6.	Final Deliverable(s)	Town	Intersection & segment LOS worksheets	6/30/16

PREVIOUS WORK

This is a continuation of previous work element.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$8,000		\$8,000
TOTAL FUNDING	\$8,000		\$8,000

WORK ELEMENT 611-14-2**MAMMOTH LAKES MOBILITY ELEMENT ADOPTION**

The purpose of this work element is to adopt the 2011 Draft Mobility Element of the General Plan. The draft Mobility Element includes progressive recommendations related to all forms of mobility including pedestrian and bicycle.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Update the traffic model & special studies	Town	Traffic model, reports	Fall 2015
2.	Review the Draft Mobility Element in light of recent planning activities, such as the Zoning Code Update, Main Street Plan, & Housing Element Update	Town	Technical memo	Fall 2015
3.	Outreach on Draft Mobility Element (i.e., departments & other agencies)	Town	Public outreach	Winter 2015-16
4.	Conduct a joint study session with Commission & Council	Town	Agenda & minutes	Winter 2015-16
5.	Conduct alternatives analysis	Town	Technical memo	Winter 2015-16
6.	Final Deliverables(s) submittal	Town	Adopted mobility element	July 2016

PREVIOUS WORK

Background: The Town previously drafted the General Plan Mobility Element which was not adopted due to staffing and budget constraints. This work program seeks to adopt the General Plan Mobility Element so the Town can continue to improve mobility throughout town.

ONGOING TASK

Staff started work on this project in 2010 and will complete work by July 2016.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA	\$35,000		\$35,000
PPM FUNDING	\$35,000		\$35,000
TOTAL FUNDING	\$70,000		\$70,000

WORK ELEMENT 612-15-0**HIGHWAY 395/6 CORRIDOR WI-FI PLAN****PURPOSE**

To develop a comprehensive strategy to offer Digital 395 broadband infrastructure for convenient traveler use at key locations along the Highway 395 and 6 corridors to enhance traveler safety, services, community facilities and interpretive information.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review scenic byway inventory, Caltrans studies, USFS & BLM data for existing infrastructure & improvements, including rest stops, turnouts, community centers & Main Street opportunities.	County		Fall 2015
2.	Review Dig 395 infrastructure, & other applicable service infrastructure	County		Fall 2015
3.	Identify interpretive opportunities via research & outreach to agencies, entities & interested parties	County		Winter 2015-16
4.	Investigate technology applications for digital kiosks	County		Winter 2015-16
5.	Conduct community outreach (RPACs) on opportunities, issues & constraints for integrating Wi-Fi hot spots on Main Street, & at key community & gateway locations	County	List of issues, opportunities & constraints	Winter 2015-16
6.	Develop alternative scenarios for siting Wi-Fi hot spots & digital kiosks along the Hwy 395 & 6 corridors	County	Alternatives with text & maps	Winter 2015-16
7.	Review scenarios with communities & applicable agencies (FS, BLM, Caltrans, ESIA)	County		Winter 2015-16
8.	Develop preferred alternative & supporting policies into final report	County	Draft report	Winter 2015-16
9.	Present recommendations to PC, BOS & LTC	County		Spring 2016
10.	Conduct applicable CEQA review & integrate policies into RTP, scenic byway plan & general plan	County	Final report/policies	Spring 2016

PREVIOUS WORK

This is a new work element. Past studies contributing to this plan include the Digital 395 project and environmental studies, Mono County Draft Communications Policy, Eastern Sierra Corridor Enhancement Program, Bridgeport Main Street Plan, Scenic Byway design studies, Coalition for Unified Recreation in the Eastern Sierra information

kiosk plans, applicable Caltrans Intelligent Transportation System policies and studies, and plans of land management agencies.

ONGOING TASKS

This is an ongoing task.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$2,500	\$2,500
PPM FUNDING			
TOTAL FUNDING		\$2,500	\$2,500

WORK ELEMENT 614-15-2**ALTERNATIVE FUELING STATION CORRIDOR POLICY****PURPOSE**

To establish policies to guide and promote siting of Zero Emission Vehicle (ZEV) charging/fueling infrastructure to support regional and interregional use of alternative fuel vehicles.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review applicable state & national policies & guidance regarding Zero Emission Vehicle (ZEV), including Statewide Charging Infrastructure Plan	County		Fall 2015
2.	Review adjacent County & agency policies & facilities	County		Fall 2015
3.	Research potential fuel type characteristics & related infrastructure requirements	County		Fall 2015
4.	Identify issues, opportunities & constraints pertaining to ZEV facilities within communities & along major highway corridors	County	List of issues, opportunities & constraints	Winter 2015-16
5.	Inventory & assess potential sites suitable for ZEV facilities	County	Inventory	Winter 2015-16
6.	Consider special circumstances/needs related to regional attractions, such as Yosemite	County		Winter 2015-16
7.	Review California Building Codes & Cal Green for ZEV-ready standards	County		Winter 2015-16
8.	Identify permit streamlining & funding strategies for ZEV infrastructure	County		Winter 2015-16
9.	Draft goals, policies & standards	County	Draft goals	Spring 2016
10.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Spring 2016
11.	Revise draft & conduct applicable CEQA review	County	Revised draft & CEQA document	Spring 2016
12.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

PREVIOUS WORK

This is a new work element. Guidance for this effort has been established by local commission interest and state policy, including 2013 ZEV Action Plan: A Roadmap toward 1.5 Million Zero-emission Vehicles on California Roadways.

ONGOING TASKS

This is an ongoing work element

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$2,500	\$2,500
PPM FUNDING			
TOTAL FUNDING		\$2,500	\$2,500

WORK ELEMENT 615-15-0**ACTIVE TRANSPORTATION PROGRAM (ATP)****PURPOSE**

To refine and reformat applicable policies in the Regional Transportation Plan into an Active Transportation Plan to enhance local efforts to qualify for funding under the Active Transportation Program.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Review existing ATP guidelines & application requirements	County		Fall 2015
2.	Review existing ATP policies in RTP	County		Fall 2015
3.	Identify additional issues, opportunities & constraints related to ATP, in accordance with AB 1358, Complete Streets Act	County	List of issues, opportunities & constraints	Fall 2015
4.	Draft updates to RTP goals & policies, in accordance with ATP Guidelines	County	Draft update	Winter 2015-16
5.	Review draft policies with LDTAC, applicable RPACs & Planning Commission	County		Winter 2015-16
6.	Identify & prioritize project concepts & details/data to evaluate competitiveness	County	Priorities list	Winter 2015-16
7.	Research data & performance measures to increase competitiveness of projects	County		Winter 2015-16
8.	Revise draft & conduct applicable CEQA review	County	Revised draft	Spring 2016
9.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

PREVIOUS WORK

This is a new work element that builds upon work of the Regional Transportation Plan update. Since funding under the Active Transportation Program is limited for rural counties, a concise and tailored ATP will serve to enhance future efforts to qualify for funding. The RTP update policies cover the required elements of an ATP, but with new guidelines recently issued for the next funding cycle, policies can be adjusted and focused to improve future funding potential.

ONGOING TASK

This is an ongoing work element started in 2015-16 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$3,000	\$3,000
PPM FUNDING			
TOTAL FUNDING		\$3,000	\$3,000

WORK ELEMENT 616-15-0**COMMUNITY EMERGENCY ACCESS ROUTE ASSESSMENT****PURPOSE**

To collaborate with applicable agencies to systematically assess emergency access needs and identify potential routes to accommodate these needs for unincorporated communities.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Research existing fire plans & policies regarding community access, including the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state & local agencies, & master plans for fire protection districts	County		Fall 2015
2.	Review new access requirements of Cal Fire	County		Fall 2015
3.	Inventory existing travel routes to & through communities, including existing roads & trails on adjacent federal, state & LADWP lands	County	Inventory	Fall 2015
4.	Consult with Caltrans, Cal Fire, fire protection districts, & land management agencies on access issues & assess potential alignments of any additional access routes needed; coordinate efforts with the update of the CWPP	County		Fall 2015
5.	Review alternatives & locations with communities (RPACs & CAC) & identify issues, opportunities & constraints regarding emergency access	County	Issues, opportunities and constraints	Winter 2015-16
6.	Draft goals, policies & standards for community emergency access	County	Draft policies	Winter 2015-16
7.	Review draft policies with LDTAC, applicable RPACs, & Planning Commission	County	Draft policies	Winter 2015-16
8.	Revise draft & conduct applicable CEQA review	County		Spring 2016
9.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

PREVIOUS WORK

This is a new work element that builds upon previous work of the Community Wildfire Protection Plan (CWPP), safety element, hazard mitigation plans of state and local agencies, Cal Fire policies, land management agency plans, and master plans for fire protection districts.

ONGOING TASK

This is an ongoing work element started in 2015-16 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$10,000	\$10,000
PPM FUNDING			
TOTAL FUNDING		\$10,000	\$10,000

WORK ELEMENT 617-15-0**COMMUNITY WAY-FINDING DESIGN STANDARDS****PURPOSE**

To develop standards for community way-finding for unincorporated communities to enhance safety, promote economic development and tourism, and support community trails and scenic byway initiatives.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Research past studies (Corridor Plan, Idea Book, Design Guidelines, Mammoth way-finding)	County		Fall 2015
2.	Review community policies (area plans & RTP)	County		Fall 2015
3.	Review agency sign standards (Caltrans, National Forest, BLM)	County		Fall 2015
4.	Develop alternative sign concepts & locations, with applicable hierarchy of sizes/purposes	County	Alternative concepts	Winter 2015-16
5.	Review sign alternatives & locations with communities (RPACs & CAC)	County		Winter 2015-16
6.	Compile in draft document	County	Draft document	Winter 2015-16
7.	Review draft with community & revise as appropriate	County		Spring 2016
8.	Present final to PC, BOS & LTC	County	Final report	Spring 2016

PREVIOUS WORK

This is a new work element. Past contributing efforts include Highway 395 Corridor Enhancement Plan, Bridgeport Main Street Plan, Scenic Byway design studies, Mammoth Lakes way-finding studies, Caltrans Complete Streets Policies and Standards, and community trails plans.

ONGOING TASK

Staff started work on this project in 2015

FUNDING SOURCE

RPA

	TOWN	COUNTY	TOTAL
2015-16 RPA		\$5,000	\$5,000
PPM FUNDING			
TOTAL FUNDING		\$5,000	\$5,000

WORK ELEMENT 700-12-0**REGIONAL PROJECT STUDY REPORTS****PURPOSE**

The purpose of this Work Element is to develop Project Study Reports (PSR) for projects in Mono County and the Town of Mammoth Lakes. Project Study Reports are engineering reports that the scope, schedule, and estimated cost of a project so that the project can be considered for inclusion in a future programming document such as the RTIP/STIP.

The primary objectives of a PSR are to:

- Determine and evaluate need and purpose of the project,
- Evaluate and analyze the project alternatives,
- Coordinate with statewide, regional, and local planning agencies,
- Identify potential environmental issues and anticipated environmental review,
- Identify the potential or proposed sources of funding and project funding eligibility,
- Develop a project schedule, and
- Generate an engineer's estimate of probable costs.

WORK ACTIVITY AND DELIVERABLES - MONO COUNTY

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Maintenance of Project workflow document	Town, County	Updated workflow	ongoing
2.	Outreach as appropriate to determine needs & potential projects via RPACs, LDTAC, Planning Commission & Board of Supervisors	Town, County	Project list of priorities	ongoing
3.	Complete PSR	Town, County	PSRs	ongoing

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new projects are identified.

FUNDING SOURCE

PPM

	TOWN	COUNTY	TOTAL
2015-16 RPA			
PPM FUNDING	\$9,000	\$10,000	\$19,000
TOTAL FUNDING	\$9,000	\$10,000	\$19,000

WORK ELEMENT 701-12-1**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) UPDATE****PURPOSE**

The purpose of this Work Element is to keep an updated RTIP. The RTIP is a five-year planning and programming document that is adopted every two years (odd years) and commits transportation funds to road, transit, bike and pedestrian projects. Funding comes from a variety of federal, state and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission (CTC) without a current RTIP.

The primary objectives of this work element is to:

- Coordinate with statewide, regional, and local planning agencies for future projects,
- Coordinate with MOU partners on funding under MAP-21 and revise MOU's when necessary,
- Develop programming needs and/or projects for the 2016 RTIP
- Draft a 2016 RTIP and submit approved RTIP to CTC for adoption
- Monitor 2014 RTIP
- Work on updating rural performance measures to maximize federal funding under MAP-21

WORK ACTIVITY AND DELIVERABLES-MONO COUNTY

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Conduct quarterly reviews with LTC Amend RTIP if current projects change in scope, cost &/or delivery	LTC	LTC agenda report, LTC resolution	quarterly
2.	Discuss with CTC staff possible amendments to issues or concerns prior to proceeding with amendments & discuss priorities for 2016 RTIP	LTC	To be determined	as needed
3.	Monitor regional projects (MOU) for any necessary changes	LTC	To be determined	as needed
4.	Coordinate future programming needs (or projects) for Dist. 9, Town, &/or Mono County	LTC	To be determined	ongoing
5.	Work with Town, County, Caltrans & CTC staff on development of 2016 RTIP; present draft to LTC for approval & submit to CTC for adoption	LTC	Updated RTIP	12/18/15

PREVIOUS WORK

- Adoption of the 2014 RTIP,
- Consistency determination of the 2014 RTIP to the Regional Transportation Plan, and
- Consistency determination of the 2014 RTIP with CTC guidelines.

ONGOING TASK

This is an ongoing project and applies to development of any amendments needed to the 2014 RTIP and preparation and submittal of the 2016 RTIP. Deliverables will be new 2016 RTIP.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
PPM FUNDING		\$5,000	\$5,000
TOTAL FUNDING		\$5,000	\$5,000

WORK ELEMENT 800-12-1**INTERREGIONAL TRANSPORTATION PLANNING****PURPOSE**

The purpose of this Work Element is to improve multi-modal access between the Eastern Sierra and other regions, such as Nevada, Southern and Central California, which includes continued participation in the interagency transit system for the Yosemite region, and, in concert with Kern, SANBAG and Inyo RTPAs, ongoing Eastern California transportation planning efforts.

- Coordinate with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities; attend meeting once a quarter, update MOU's as necessary
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21 concerns related to funding and specific needs in rural counties
- Attend Rural County Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS;

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Chair/member of Eastern California Transportation Planning Partnership; Monitor MOU projects between SANBAG, Inyo & Kern COG & make/review any necessary changes to existing MOU's	County, LTC	Agendas; Revised MOU	ongoing
2.	Participate on the Yosemite Area Regional Transit System (YARTS), including the Technical Committee & YARTS/Mono Working Group; & outreach to applicable communities & interest groups	County, LTC	Agendas, planning documents	ongoing
3.	Preparation for Rural Counties Task Force (RCTF)	County, LTC	Agendas	ongoing
4.	Rural County Task Force Participation	County, LTC	Meeting minutes	ongoing
5.	Public, agency & tribal engagement in transportation & transit-related issues	County, IT, Town	Agendas, informational notices, minutes	as needed

ONGOING TASK

The ongoing tasks with this work element continue to be a regional approach to transportation planning in Mono County. This work will include attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$1,000	\$5,000	\$6,000
PPM FUNDING		\$3,000	\$3,000
TOTAL FUNDING	\$1,000	\$8,000	\$9,000

WORK ELEMENT 803-13-1**MAMMOTH LAKES AIR QUALITY MONITORING AND PLANNING****PURPOSE**

The purpose of this work element is to offset a portion of the cost for the daily monitoring and collection of air pollution data in Mammoth Lakes associated with particulate matter created by vehicle use (cinders and tire wear) and other emissions in Mammoth Lakes. The data is utilized to monitor the effects of Vehicle Miles Traveled on air pollution and measure the effects of proposed or implemented transportation infrastructure improvements and maintenance policies. The work effort supports the policies and programs of the Great Basin Unified Air Pollution Control District, who coordinates regional air quality monitoring and improvement programs.

WORK ACTIVITY AND DELIVERABLES: TOWN OF MAMMOTH LAKES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Ongoing daily monitoring of air pollution	Town	Daily air pollution data and recording	6/30/2016

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new projects are identified.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2014-15 RPA			
PPM FUNDING	\$3,000		\$3,000
TOTAL FUNDING	\$3,000		\$3,000

WORK ELEMENT 804-15-1**COMMUNITY TRAFFIC CALMING AND COMPLETE STREETS DESIGN STANDARDS****PURPOSE**

To supplement Mono County Road Standards with standards for complete streets and traffic-calming measure for application to neighborhoods and community areas.

WORK ACTIVITY AND DELIVERABLES:

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Conduct review of Bridgeport Main Street Revitalization Report, Caltrans complete streets standards/policies, AASHTO standards & other authoritative sources for traffic calming design directives	County		Fall 2015
2.	Assess neighborhood & community issues, opportunities & constraints in the unincorporated area, with a focus on County roads	County	Community issues, opportunities & constraints	Fall 2015
3.	Update community traffic calming goals & objectives for each applicable community	County	Draft goals	Fall 2015
4.	Develop a menu of traffic calming treatments for application to a variety of neighborhood & community circumstances based upon authoritative sources	County	Draft menu	Winter 2015-16
5.	Integrate where feasible with County road standards	County		Winter 2015-16
6.	Provide design guidance to supplement draft standards where flexibility is appropriate	County	Draft guidelines	Winter 2015-16
7.	Examine priorities & funding sources for traffic calming improvements	County		Winter 2015-16
8.	Compile draft standards	County	Draft standards	Spring 2016
9.	Conduct workshops to review draft with LDTAC, applicable RPACs, & Planning Commission	County	Workshop agendas	Spring 2016
10.	Revise draft & conduct applicable CEQA review	County		
11.	Present final report for adoption by Board of Supervisors & acceptance by LTC	County	Final report	Spring 2016

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new projects are identified.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$7,000	\$7,000
PPM FUNDING			
TOTAL FUNDING		\$7,000	\$7,000

WORK ELEMENT 900-12-0**PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES POLICY CREATION****PURPOSE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation. The Town evaluates a number of transportation locations and facilities on an annual basis, collecting data and performing analysis to monitor issues and progress toward transportation objectives. These reports are used to plan and evaluate future transportation projects, including safety, multimodal infrastructure, vehicle use, etc. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs. The County reviews plans of various entities/agencies for compliance with existing plans and policies, including possible alternatives/modifications.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies,
- Pedestrian and trail user counts, and
- Evaluate and analyze regulatory and warning sign issues.
- Assess planned improvements impacting transportation facilities for planning consistency

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town		ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town		ongoing
3.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	LTC, County & Town	Meetings with Caltrans staff	ongoing
4.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County		ongoing
5.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Draft Recommendation, Policy/Procedure	ongoing
9.	Demand studies in Village, particularly North Village & OMR (multi-modal) Needs assessment / alternatives	Town	Draft Recommendation	6/30/16
10.	Street parking management study in Village area. Develop parking plan for adoption that will identify areas with sufficient row to permit winter street parking in the village area. Plan will evaluate & recommend appropriate signage.	Town	Draft Recommendation	6/30/16
8.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Wayfinding, trash/recycle facilities.	Town	Draft Recommendation	6/30/16

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new projects are identified.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA	\$5,000	\$10,000	\$15,000
PPM FUNDING	\$2,000		\$2,000
TOTAL FUNDING	\$7,000	\$10,000	\$17,000

WORK ELEMENT 902-12-2**REGIONAL TRANSPORTATION DATA COLLECTION EQUIPMENT****PURPOSE**

The purpose of this Work Element is to purchase equipment for counting vehicles and pedestrians, including associated software for the Town of Mammoth Lakes, to support current monitoring and transportation planning activities. Data collected through purchased equipment will be used to analyze the use (number, patterns, and trends) of various transportation facilities, including sidewalks, bike trails, and roadways and will be used to aid in planning future transportation policies, programs, and capital projects to improve safety and reduce vehicle use at the local (and thereby regional) level.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Purchase equipment	Town, County	Permanent traffic counters equipment, infrared pedestrian/trail counters; Jamar vehicle counters and/or count tubes	6/30/15
2.	Final Deliverable(s)	Town, County	Three Traffix trail counters; two Jamar intersection counters; one maintenance/parts	6/30/15

PREVIOUS WORK

Town staff purchases equipment yearly to replace old and/or damaged items.

ONGOING TASK

This is an ongoing work item to replace equipment needed for counting vehicles and pedestrians.

FUNDING SOURCE

PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
PPM FUNDING	\$5,000		\$5,000
TOTAL FUNDING	\$5,000		\$5,000

WORK ELEMENT 903-12-1**REGIONAL PAVEMENT AND ASSET MANAGEMENT SYSTEM****PURPOSE**

The purpose of this Work Element is to develop and maintain a GIS-based Pavement and Asset Management Program and associated data sets for County- and Town-maintained roads. This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and assets contained within in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report current pavement condition information,
- Provide data for development and maintenance of long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost effective matter,
- Provide reports that allow for most cost effective use of rehab dollars, and
- Integrate finding into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

MAP-21 performance measures for rurals are optional now – but consider the points below.

WORK ACTIVITY AND DELIVERABLES

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to County road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	ROW & road centerline inventory	ongoing
2.	Develop & maintain pavement condition index data	County, Town	Pavement condition information & reports	ongoing
3.	Develop & maintain transportation asset data	County, Town	Up-to-date assessment of transportation assets; reports	ongoing
4.	Data collection & maintenance program	County, Town	Data; field collection program	ongoing
5.	Data collection of accident reports	County, Town	Data & reports	ongoing

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures.

ONGOING TASK

This Work Element coordinates data from previous and ongoing Work Elements. This will be an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA		\$15,000	\$15,000
PPM FUNDING	\$18,000	\$11,000	\$29,000
TOTAL FUNDING	\$18,000	\$26,000	\$44,000

WORK ELEMENT 908-14-1**REGIONAL MAINTENANCE MOU****PURPOSE**

The purpose of this work element is to create a Memorandum of Understanding between Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for maintenance services and operations for roads with shared interests, such as sections of state highways that also serve as community main streets. The lack of a clear partnership agreement for managing and maintaining new improvements has caused past delay and apprehension in pursuing positive multi-modal improvements consistent with the RTP and the mission of Caltrans. Recent successes such as the Bridgeport Main Street Project highlight the potential available through such collaboration and partnerships. This MOU will serve as a basis for updating existing maintenance agreements among Mono County, Town of Mammoth Lakes and the California Department of Transportation, District 9 for applicable improvements. The MOU will address infrastructure and operations, such as transit shelters, signals, signage, streetscape improvements and snow management.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Discuss current maintenance agreement, costs, practices, operations, issues, constraints, & opportunities;	Town, County & Caltrans	Meetings with Caltrans staff	7/1/2015
2.	Develop Draft Maintenance Agreement (administrative review)	Town, County & Caltrans	Draft Maintenance Agreement (administrative review)	10/1/2015
3.	Prepare & present Draft Maintenance Agreement	Town, County & Caltrans	Draft Maintenance Agreement	2/1/2016
4.	Final Updated Maintenance Agreement	Town, County & Caltrans	Final Updated Maintenance Agreement	5/1/2016
5.	Final deliverable(s)	LTC		6/1/2016

PREVIOUS WORK

This is a Work Element created with the 2014-15 OWP.

FUNDING SOURCE

RPA

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2015-16 RPA			
PPM FUNDING			
TOTAL FUNDING			

WORK ELEMENT 1000-12-0**TRAINING AND DEVELOPMENT****PURPOSE**

The purpose of this Work Element is to provide training and professional growth opportunities related to transportation planning for staff involved in LTC projects. In order to plan future projects staff must be up to date on the most current State and Federal laws, policies, and regulations related to transportation; and best practices related to multimodal transportation planning, policies, and programs.

The primary objectives are to:

- Provide training on new and updated state and federal laws (e.g. MAP-21), policies, and regulations,
- Provide training on MUTCD, LAPM, FHWA, Caltrans requirements, and
- Investigate new techniques, best practices, programs, and equipment to be adapted and incorporated into future transportation projects.

WORK ACTIVITY AND DELIVERABLES

	Tasks	Agency providing work	Project Deliverable	Estimated Completion Date
1.	Identify & attend training opportunities available relating to transportation planning, projects & programs	County, LTC	Training documentation	ongoing
2.	MAP-21 training & implementation	County, LTC	Update to LTC	ongoing
3.	Receive training on new & updated state & federal laws, policies, & regulations	County, Town, LTC	Training documentation	6/30/2016
4.	Receive training on new & updated transportation principles & practices	County, Town, LTC	Training documentation	6/30/2016
5.	Receive training on MUTCD, LAPM, FHWA, Caltrans requirements	County, Town, LTC	Training documentation	6/30/2016
6.	Investigate new techniques & equipment to be adapted & incorporated into future projects	County, Town, LTC	Training documentation	6/30/2016

ONGOING TASK

This is an ongoing project. Scope and deliverables will be amended as new opportunities and training needs are identified.

FUNDING SOURCE

RPA & PPM

	TOWN	COUNTY	TOTAL
2015-16 RPA	\$5,000	\$5,000	\$10,000
PPM FUNDING	\$2,000	\$5,000	\$7,000
TOTAL FUNDING	\$7,000	\$10,000	\$17,000

APPENDIX A
RPA BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
100-12-0: 2016/16 OWP Development & Approval	\$3,000	\$10,000	\$13,000
101-12-0: 2013-14 & 2015-16 OWP Administration+	\$2,500	\$15,917.16	\$18,417.16
103-12-0: Local Transportation Commission Staff Support		\$20,000	\$20,000
200-12-0: Regional Transportation Plan		\$40,000	\$40,000
201-12-1: Regional Trails	\$5,000	\$15,000	\$20,000
300-12-0: Regional Transit Planning	\$2,000	\$2,000	\$4,000
302-12-4: ESTA Update of Inyo-Mono Short-Range Transit Plan		*\$82,504.88	\$82,504.88
501-15-0: Airport Planning	\$3,000	\$3,000	\$6,000
600-12-0: Regional Transportation Grant Applications	\$2,000	\$5,000	\$7,000
611-14-2: Mammoth Lakes Mobility Element Adoption	\$35,000		\$35,000
612 -15-0: Highway 395/6 Corridor Wi-Fi Plan		\$2,500	\$2,500
614 -15-0: Alternative Fueling Station Corridor Policy		\$2,500	\$2,500
615-15-0: Active Transportation Program (ATP)		\$3,000	\$3,000
616-15-0: Community Emergency Access Route Assessment		\$10,000	\$10,000
617-15-0: Community Way-Finding Design Standards		\$5,000	\$5,000
800-12-1: Interregional Transportation Planning	\$1,000	\$5,000	\$6,000
804-15-1: Community Traffic Calming & Complete Streets Design Standards		\$7,000	\$7,000
900-12-0: Current Planning, Monitoring & Traffic Issue/ Policy Creation	\$5,000	\$10,000	\$15,000
903-12-1: Regional Pavement & Asset Management System		\$15,000	\$15,000
1000-12-0: Training & Development	\$5,000	\$5,000	\$10,000
TOTALS	\$63,500	*\$175,917.16	\$321,922.04
*Includes ESTA Transit Planning Grant \$82,504.88			

APPENDIX B
PPM BUDGET SUMMARY

Proposed Expenditures:

Work Element	Town	County	Total
200-13-0: Regional Transportation Plan		\$11,501.00	\$11,501
201-12-1: Regional Trails	\$2,000		\$2,000
600-12-0: Regional Transportation Grant Applications	\$5,000		\$5,000
605-12-2: Mammoth Lakes Stormwater Management Master Plan	\$1,500		\$1,500
607-13-2: Mammoth Lakes Mobility Element Completion Project	\$8,000		\$8,000
611-14-2: Mammoth Lakes Mobility Adoption	\$35,000		\$35,000
700-12-0: Regional Project Study Reports	\$9,000	\$10,000	\$19,000
701-12-1: Regional Transportation Improvement Program (RTIP) update		\$5,000	\$5,000
800-12-1: Interregional Transportation Planning		\$3,000	\$3,000
803-13-1: Mammoth Lakes Air Quality monitoring and planning	\$3,000		\$3,000
900-12-0: Current Planning, Monitoring & Traffic Issue/ Policy Creation	\$2,000		\$2,000
902-12-2: Regional Transportation Data Collection Equipment	\$5,000		\$5,000
903-12-1: Regional Pavement & Asset Management System	\$18,000	\$11,000	\$29,000
1000-12-0: Training and Development	\$2,000	\$5,000	\$10,000
TOTALS	\$90,500	\$45,201	\$136,001

APPENDIX C**LIST OF PLANS WITH DATES FOR UPDATE**

Plan Name	Entity Responsible	Last Updated	Frequency of Updates	Next Update Due
Airport Emergency Plan	Town	2013	5 to 10 years	2018
Airport Land Use Plans (ALUPs)				
Bryant Field (Bridgeport)	County	2006		
Lee Vining Field	County	2006		
Mammoth Yosemite Airport	County	1986		
Airport Safety Management System Plan	Town	New	As necessary	2015
ESTA Short-Range Transit Plan	ESTA	2015	5 years	2019
Inyo-Mono Counties Consolidated Public Transit-Human Services Plan	ESTA	2015	5 years	2019
Regional Transportation Improvement Plan (RTIP)	LTC	2013	2 years	2015 December
Regional Transportation Plan (RTP)/revised	LTC	2013	4 years	2015 Spring

Mono County Local Transportation Commission

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

PO Box 8
Bridgeport, CA 93517
760-932-5420 phone, 932-5431 fax
www.monocounty.ca.gov

MINUTE ORDER M15-05

Adopt Amendment 01 to the 2015-16 Overall Work Program

At the Mono County LTC meeting of December 14, 2015, it was moved by Commissioner xxx and seconded by Commissioner yyy to adopt Amendment 01 to the 2015-16 Overall Work Program (OWP) and authorize the executive director to sign Overall Work Program Agreement (OWPA).

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

C.D. Ritter, LTC Secretary

cc: Caltrans

Mono County Local Transportation Commission

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

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

Staff Report

December 14, 2015

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: Collaborative Work Agreement (CWA) for Scenic Byway, Highway 395 Corridor Management Plan

RECOMMENDATION

Authorize LTC executive director to sign CWA requesting an extension to the unliquidated balance on the Highway 395 Corridor Management Plan

FISCAL IMPLICATIONS

None at this time

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

In August 2010, the Federal Highway Administration approved the National Scenic Byway Grant funds for Highway 395 Corridor Management Plan along the Scenic Highway 395 in Mono County for a future National Scenic Byway nomination. The project is funded with \$196,000 in federal funds with a local agency match of \$49,000. The funds expire on June 30, 2016. In September of this year, details regarding CWA process were uploaded on the Caltrans headquarters website. The Mono County LTC was informed of the CWA extension on Nov. 13, 2015. Although the funds expire on June 30, 2016, the work must be completed and invoiced to Local Assistance District 9 office April 1, 2016, to give sufficient time to review and approve the invoice before submitting to Accounting. Caltrans accounting must ensure it is able to request reimbursement from the State Controller's office prior to the year-end cut-off deadline in June. The CWA extension will ensure that the awarded funds do not lapse before the 395 Corridor Management Plan is completed.

ATTACHMENTS

None



Transportation Concept Report

State Route 203

District 9

October 2015



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
District 9 Deputy Director
Planning, Modal Programs, and Local Assistance

Date

BRENT L. GREEN
District 9 Director

Date



**State Route 203
Transportation Concept Report**

Prepared
by
Caltrans District 9
Division of System Planning

October 2015

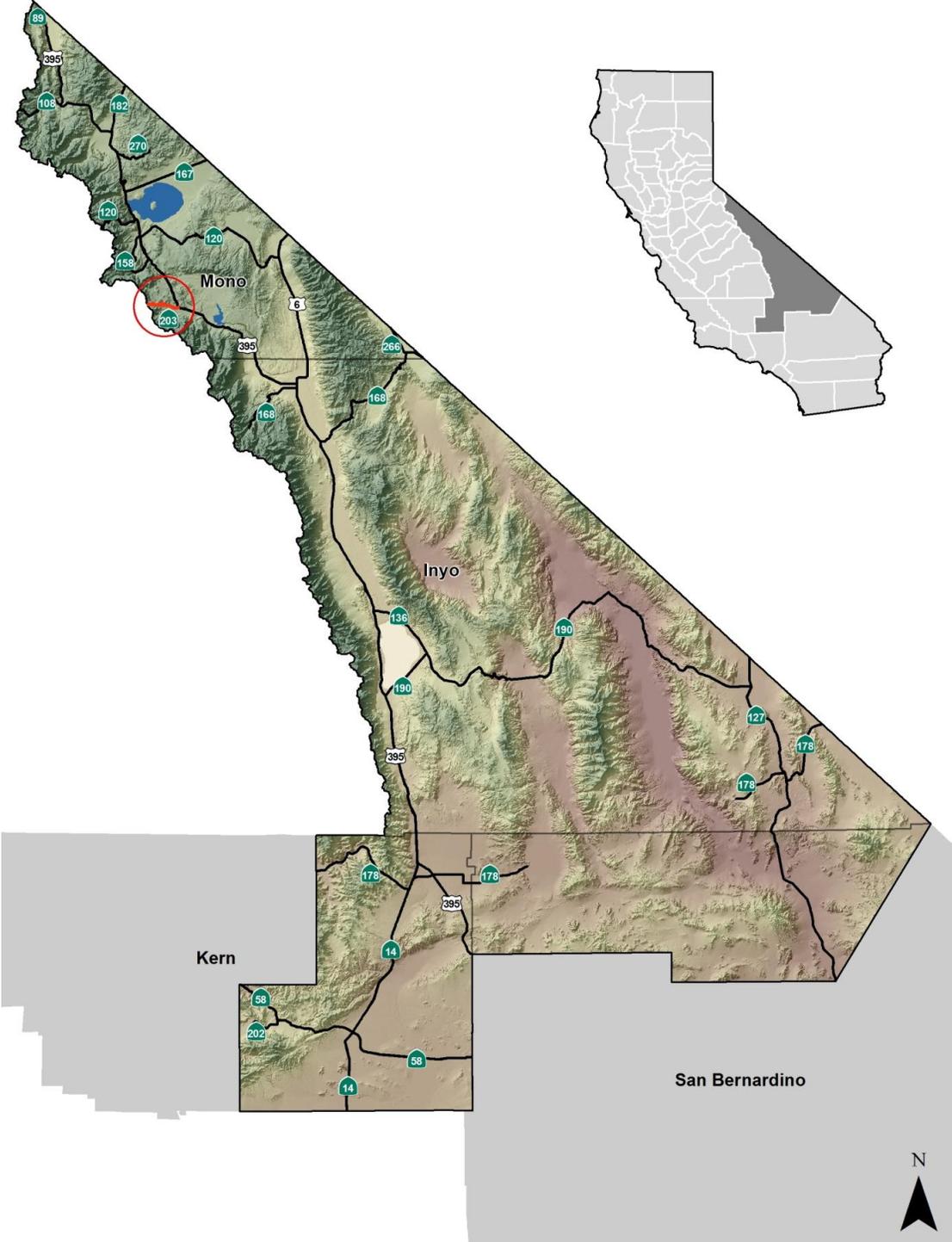
For additional information regarding the Transportation Concept Report for State Route 203, please contact:

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.

STATE ROUTE 203 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 the needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies the 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 requires long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 203 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 203 planning area are community members and agencies, including, but not limited to:

- Department of Fish and Wildlife
- Eastern Sierra Transit Authority
- Great Basin Unified Air Pollution Control District
- United States Forest Service
- Lahontan Regional Water Quality Control Board
- Mammoth Lakes Trails Public Access Foundation
- Mammoth Mountain Ski Area
- Mono County
- Mono County Local Transportation Commission
- Town of Mammoth Lakes

EXECUTIVE SUMMARY

SR 203 is a west-east 9.4-mile-long highway that begins at the Madera/Mono County line near the Mammoth Mountain ski area and descends 1,860 feet until it terminates into a county road just east of US 395. Approximately 8.1 miles of the highway, from the Madera/Mono County line to 0.5 miles east of Meridian Boulevard, travel through the Town of Mammoth Lake's urban boundary. The first quarter mile of this urban section is locally signed as Minaret Road and provides the street front for the Village at Mammoth (Village), the town's largest commercial shopping outlet. Past the Village, the highway takes a hard turn due east and functions as the town's Main Street, becoming flanked by frontage roads and providing access to the town's downtown shops and restaurants.

As shown in the Concept Summary table, the first three segments of the highway operate as a two-lane conventional (2C) highway while the following three segments expand into a four-lane conventional (4C) highway with a two-way left turn lane occupying the highway's Main Street section followed by a vegetated median splitting the highway as it exits the town. SR 203 serves as the only paved access to Reds Meadow, Devils Postpile National Monument and the Mammoth Mountain Main Lodge which are popular tourist attractions for Eastern Sierra residents and visitors. It also serves as the primary paved access into the Town of Mammoth Lakes with the Mammoth Scenic Loop Road serving as the only alternate route.

Compared to other highways in the same functional classification, SR 203 experiences unique winter weather conditions, peak seasonal demand based on recreational tourism and extensive connections with the local transportation system that it travels through. Recent traffic data is analyzed throughout this document using 2013 as a base year (BY) and 2033 as a horizon year (HY) for projecting operational conditions.

Concept Summary

Segment	Segment Description	Existing Facility	20-Year Facility Concept
1	Madera/Mono County line to winter closure sign, 110' west of Substation Road.	2C	2C, Maintenance
2	Winter closure sign, 110 feet west of INF Road 3527, also known as Substation Road, to the west intersection with Forest Trail.	2C	2C, Maintenance, Drainage Improvements, Widen Shoulders
3	Forest Trail to the intersection with Lake Mary Road.	2C	2C, Maintenance, Complete Streets Improvements
4	Lake Mary Road to Old Mammoth Road.	4C	4C, Maintenance, Complete Streets Improvements
5	Old Mammoth Road to Meridian Boulevard.	4C	4C, Maintenance
6	Meridian Boulevard to cattle guard, 180 feet east of US 395 northbound off-ramp.	4C	4C, Maintenance

Concept Rationale

No significant growth or development is anticipated in the SR 203 corridor within this TCR's 20 year scope of concern. While the highway receives relatively high peak hour traffic volume when compared to other District 9 highways in the same functional classification, it operates above Caltrans's Concept Level of Service and the need for an increase in capacity is not foreseen.

Proposed Projects and Strategies

Future route improvements will focus on maintenance as well as basic operational enhancements. The primary concern for Segments 1 and 2 is widening shoulders, installing rumble strips, improving water drainage and emplacing intelligent systems that relay information to drivers. Segments 3 and 4 carry high volumes of multimodal traffic yet contain bicycle and pedestrian facilities that are disconnected from their surrounding context. It is recommended that sidewalks are constructed along these segments, where possible. Segments 5 and 6 receive the second highest volume of vehicle traffic after Main Street and require consistent maintenance.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

Seg #	Location Description Use same descriptions as above table.	County_Route_Beg. PM	County_Route_End PM
1	Madera/Mono County line to winter closure sign, 110 feet west of Substation Road	MNO_203_L0.00	MNO_203_R2.37
2	Winter closure sign, 110 feet west of INF Road 3527, also known as Substation Road, to the west intersection with Forest Trail.	MNO_203_R2.37	MNO_203_R4.47
3	West intersection with Forest Trail to Lake Mary Road.	MNO_203_R4.47	MNO_203_4.78
4	Lake Mary Road to Old Mammoth Road.	MNO_203_4.78	MNO_203_5.75
5	Old Mammoth Road to Meridian Boulevard.	MNO_203_5.75	MNO_203_6.86
6	Meridian Boulevard to cattle guard, 180 feet east of US 395 northbound off-ramp.	MNO_203_6.86	MNO_203_R8.67

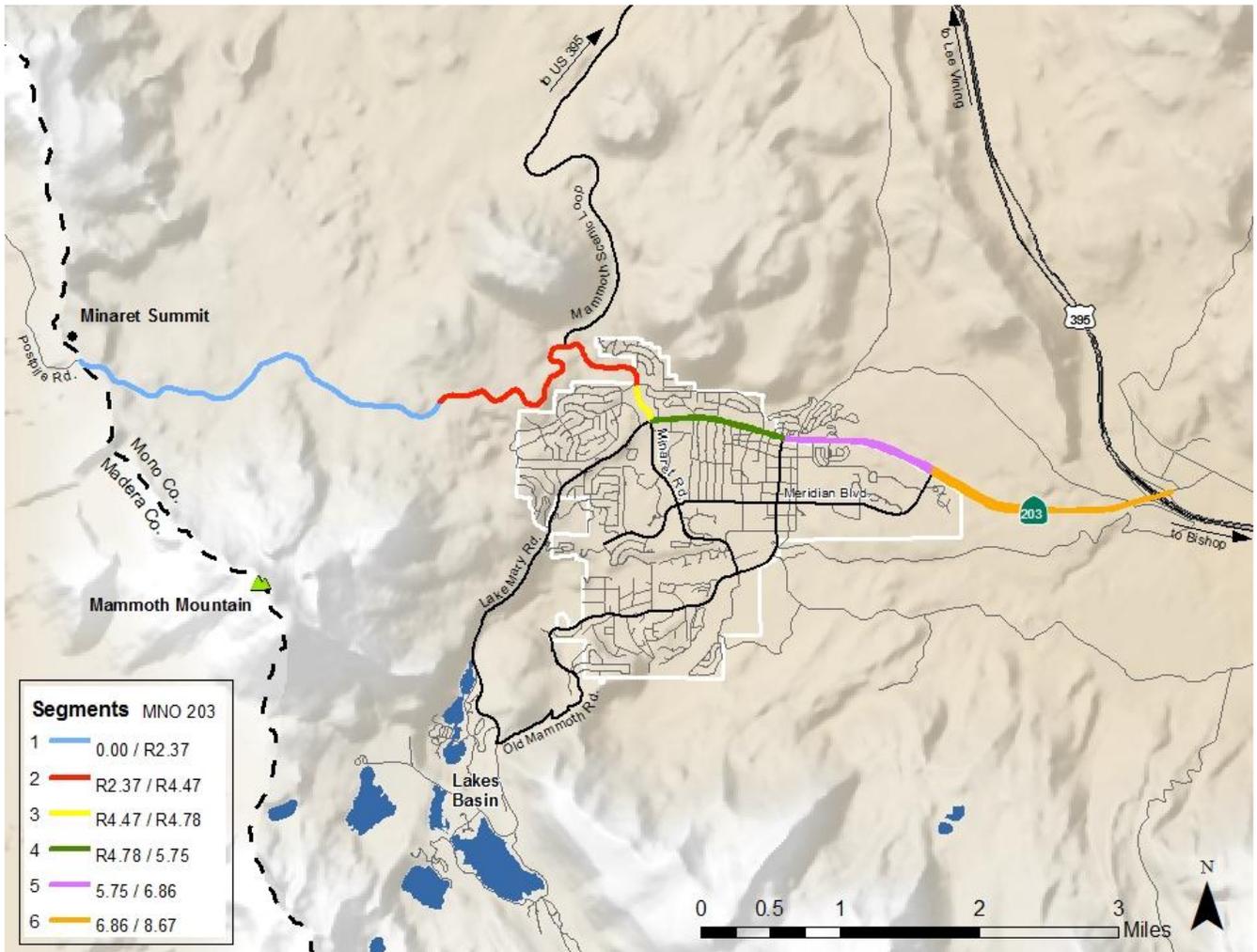


1. Mammoth Mountain Ski Area - Main Lodge



2. Mammoth Lakes – Main Street & South Frontage Road

State Route 203 Segment Map



ROUTE DESCRIPTION

Route Location

SR 203 originates at the Madera/Mono County line three miles west of the Town of Mammoth Lakes. It travels nearly nine and a half miles in an easterly direction until it terminates at 0.11 miles east of US 395.

Route Purpose

SR 203 was originally a county road that was adopted into the State Highway System by the California State Legislature in 1933. The long-term purpose of “Mammoth Pass Road” was to include it into the National Defense Highway System where it would function as a trans-Sierra route connecting State Route 41 with US 395 and continuing to Interstate 5 in the San Joaquin Valley. A feasibility study in March 1966 concluded that the cost to build and maintain this route far exceeded the need inherent in the low winter traffic volumes. The merging of the John Muir and Ansel Adams (then Minarets) Wilderness Areas in 1972 has made the possibility for SR 203 to traverse over the Sierra Nevada Range very improbable.

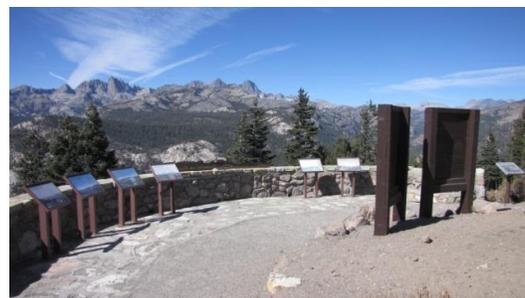
Today, SR 203 is used primarily as a paved access route from US 395 into the Town of Mammoth Lakes, Mammoth Mountain and Reds Meadow where Devils Postpile National Monument is located. A two-lane county road, known as the Mammoth Scenic Loop, provides a secondary connection with US 395 from just north of the Village at PM R3.80. SR 203 accommodates a large number of pedestrians, bicyclists and transit riders who may greatly benefit from Complete Streets improvements. The Town completed its General Bikeway Plan and a Main Street Implementation Plan in February 2014 to address the long-term multimodal needs present in the Main Street segment.

Major Route Features

The beginning of the route emerges as a continued alignment of Postpile Road where a United States Forest Service (USFS) Ranger station post and an accompanying vista point (Figs. 3 & 4) provide user information and traffic control for spring, summer and fall visitors. Caltrans owns five bus shelters (Fig. 5) located on the westbound (WB) side of Main Street. Sidewalk, bicycle, and crosswalk facilities can be found along segments 3 and 4. A changeable message sign (Fig. 6) was installed on the eastbound (EB) side of the highway to inform drivers approaching the US 395 junction of important road information for the US 395 corridor. Bridge # 47-0050L and 47-0050R (Fig. 7) are overcrossing so that US 395 traffic can continue past SR 203 uninterrupted.



3. USFS Minaret Vista Ranger Station – PM L0.00



4. Minaret Vista – PM L0.01



5. Town Trolley #12 [WB] Bus Shelter – PM 5.65



6. Changeable Message Sign [EB] – PM 7.10



7. Bridge #47-0050L (foreground) and 47-0050R (background) – PM R8.56

Route Designations and Characteristics

Segment #	1	2	3	4	5	6
Freeway & Expressway	No	No	No	No	No	No
National Highway System	No	No	No	No	No	No
Strategic Highway Network	No	No	No	No	No	No
Scenic Highway	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
Interregional Road System	Yes	Yes	Yes	Yes	Yes	Yes
High Emphasis	No	No	No	No	No	No
Focus Route	No	No	No	No	No	No
Federal Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
Goods Movement Route	No	No	No	No	No	No
Truck Designation	CA Legal Advisory (PM L0.00/R0.50): CA Legal (PM R0.50/R8.67)	CA Legal				
Rural/Urban/Urbanized	Urban	Urban	Urban	Urban	Urban	Urban
Regional Transportation Planning Agency	Mono County Local Transportation Commission (LTC)	Mono County LTC				
Local Agency	Mono County	Mono County	Mono County	Mono County	Mono County	Mono County
Tribes	None	None	None	None	None	None
Air District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District
Terrain	Mountainous	Mountainous	Rolling	Rolling	Rolling	Rolling

COMMUNITY CHARACTERISTICS

Mammoth Lakes is the only incorporated community within the SR 203 corridor and within Mono County. As of 2013, Mammoth Lakes had a population of 8,180 permanent residents; however, that number can swell to 35,000 during peak holiday weekends. Approximately ten percent of the town lives below the poverty level with the mean 2013 income at \$67,304. Mammoth Lakes is a mountain resort community offering snow sports during the winter season and outdoor recreation including camping, hiking, fishing and biking during the summer season. According to the Mono Country Regional Transportation Plan, “the main issue in the Town of Mammoth Lakes is improving air quality, reducing congestion, and maintaining the resort character of the Town by providing additional pedestrian and bicycle facilities and by developing a year-round town wide transit system.”

LAND USE

Segments 1, 2, 5 and 6 travel through the Inyo National Forest (INF) which is managed by the US Forest Service. Land use planning along these segments is regulated in accordance with the Inyo National Forest Land and Resource Management Plan. Originally written in 1988, this plan is periodically updated to provide the agency’s

management principles for the INF for the next 10-15 years. Segment 3 travels through tracts of land which are covered under the Mammoth Lakes North Village Specific Plan, adopted by the Town in 2000. Segment 4 travels down Mammoth Lakes' Main Street Commercial Corridor. The town adopted a Main Street Plan in 2014 which offers implementation and phasing strategies for long term development on Main Street with a Complete Streets focus.

Segment	Place Type
1	Protected Lands
2	Protected Lands
3	Urban Center
4	Close-in Corridor
5	Protected Lands
6	Protected Lands

SYSTEM CHARACTERISTICS

Segments 1, 2 and 3 operate as an undivided, two-lane conventional highway. Segments 4, 5 and 6 operate as a 4-lane conventional highway with a two-way left turn lane occupying the median of segment 4 and a divided, vegetated median occupying segments 5 and 6. All 6 segments are classified as Minor Arterial. The route is designated as a California Legal Network Route for tractor trailers, excluding the first 0.68 mile which is designated as a California Legal Advisory Route with a kingpin-to-rear axle advisory of 30 feet. Motor coaches and motor homes over 40 feet long are prohibited from travelling on SR 203 from post mile L0.00 to R0.50. Caltrans right-of-way varies from 66 to 385 feet and is held in dedicated fee title, by special use permit (SUP) and by easement. With the exceptions of multimodal improvements and general maintenance, SR 203 is a completed highway with no future plans for increasing capacity. The route's pavement shows no significant damage within the Caltrans Pavement Condition Survey dated April 2013.



8. Segment 2: 2-lane conventional highway



9. Segment 4: 4-lane conventional highway

Segment #	1	2	3	4	5	6
Existing Facility						
Facility Type	C	C	C	C	C	C
General Purpose Lanes	2	2	2	4	4	4
Lane Miles	6.09	4.21	0.62	3.87	4.44	7.24
Centerline Miles	3.05	2.10	0.31	0.97	1.11	1.81
Shoulder Width	0–8 ft.	4–14 ft.	4–10 ft.	3–14 ft.	4–14 ft.	4–14 ft.
Median Width	0 ft.	0 ft.	0 ft.	0 ft.	9-120 ft.	15-128 ft.
Lane Width	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.
Median Characteristics	N/A	N/A	N/A	N/A	At Grade, Veg.	At Grade, Veg.
Distressed Pavement	0%	0%	0%	0%	0%	0%
Current ROW	66-150 ft, easement	100-150 ft, easement	70-80 ft, fee title & easement	109-200 ft, easement	132-295 ft, SUP, fee title & easement	200-385 ft, SUP & easement
Concept Facility						
Facility Type	C	C	C	C	C	C
General Purpose Lanes	2	2	2	4	4	4
Lane Miles	6.09	4.21	0.62	3.87	4.44	7.24
Centerline Miles	3.05	2.10	0.31	0.97	1.11	1.81
Shoulder Width	0–8 ft.	4–14 ft.	4–10 ft.	3-14 ft.	4–14 ft.	4–14 ft.
Median Width	0 ft.	0 ft.	0 ft.	0 ft.	9–120 ft.	15–128 ft.
Lane Width	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.
TMS Elements						
TMS Elements (BY)	N/A	N/A	Signalized Intersections, Pedestrian Hybrid Beacon	Signalized Intersections, Pedestrian Hybrid Beacons	Signalized Intersection	Changeable Message Sign (CMS)
TMS Elements (HY)	N/A	N/A	Signalized Intersections, Pedestrian Hybrid Beacon	Signalized Intersections, Pedestrian Hybrid Beacons	Signalized Intersection	CMS

BICYCLE FACILITY

Bicyclists are permitted to ride along the entire length of SR 203. The shoulder width varies between 0 to 14 feet. Extensive trail networks exist as alternates to SR 203 for bicyclists. As part of its Main Street plan, the Town of Mammoth Lakes proposes to expand bicycle facilities in segment 4 by creating a separated multi-purpose path for pedestrians and bicyclists.

Segment	State Bicycle Facility											Parallel Bicycle Facility				
	Segment ID	Post Mile	Location Description	Bicycle Access Prohibited	Facility Type	Outside Paved Shoulder Width	Facility Description	Distressed Shoulder	Role	Posted Speed Limit	Parallel Facility Present	Segment ID	Name	Location Description	Facility Type (Class)	
1	A	L0.00 - R2.37	Madera/Mono County line to winter closure sign, 110 feet west of Substation Road.	No	Shared Roadway	0-8 ft.	Winding road	0%	Recreation	25-45 mph	No	N/A	N/A	N/A	N/A	

Segment	State Bicycle Facility										Parallel Bicycle Facility				
	Segment ID	Post Mile	Location Description	Bicycle Access Prohibited	Facility Type	Outside Paved Shoulder Width	Facility Description	Distressed Shoulder	Role	Posted Speed Limit	Parallel Facility Present	Segment ID	Name	Location Description	Facility Type (Class)
2	B	R2.37 - R4.47	Winter closure sign, 110 feet west of INF Road 3527, also known as Substation Road, to the west intersection with Forest Trail.	No	Shared Roadway	4-14 ft.	Winding road	0%	Recreation	30-45 mph	No	N/A	N/A	N/A	N/A
3	C	R4.47 - 4.78	Forest Trail to the intersection with Lake Mary Road.	No	Shared Roadway	4-10 ft.	Bike racks	0%	Commute	30 mph	Yes	i	Forest Trail Rd.	PM R4.47 / 5.60	III
4	D	4.78 - 5.75	Lake Mary Road to Old Mammoth Road.	No	Class II Bike Lane	3-14 ft.	5.7% grade PM 5.05/ 5.44	0%	Commute	35 mph	Yes	ii	Forest Trail Rd.	PM R4.47 / 5.60	III
5	E	5.75 - 6.22	Old Mammoth Road to 320 feet east of FS Road 03S14.	No	Class II Bike Lane	4-14 ft.	Flat grade	0%	Commute	35 mph	No	iii	[N]: Shady Rest Path [S]: Town Loop	[N]: PM 5.75 - 6.07 [S]: PM 5.75- 6.22	I
	F	6.22 - 6.86	320 feet east of FS Road 03S14 to Meridian Boulevard.	No	Class III Bike Route	4-14 ft.	Rumble strip	0%	Recreation	45-55 mph	No	iv	[S]: Town Loop	[S]: PM 6.22/ 6.86	I
6	G	6.86 - R8.67	Meridian Boulevard to cattle guard, 180 feet east of US 395 northbound off-ramp.	No	Class III Bike Route	4-14 ft.	Rumble strip	0%	Recreation	55 mph	No	N/A	N/A	N/A	N/A

PEDESTRIAN FACILITY

Pedestrians are permitted along the entire length of SR 203. Pedestrian traffic along Segments 3 and 4 is high due to the surrounding commercial land use. Several different kinds of pedestrian facilities run adjacent to these two segments including multi-use paths, meandering promenades and traditional sidewalks. These facilities provide better separation between pedestrians and vehicles; however, there are gaps in these facilities that lead pedestrians to travel along the shoulders. At the time of this report, two projects are programmed for the construction of sidewalks on the highway; on Main St. from Minaret Road to Mountain Boulevard, and on Minaret Road from Lake Mary Road to 0.08 miles north of Lake Mary Road. A third sidewalk project is planned for Lower Main Street from Mountain Boulevard to Forest Trail.

(Pedestrian Facility Continued)

Seg	Seg ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Sidewalk Width	Facility Description	Role	Junction		
									Location	Role	Type
1	H	L0.00-R2.37	Madera/Mono County Line to winter closure sign, 110 feet west of Substation Rd.	No	No	N/A	Paved shoulder; no sidewalk	Roadside safety	N/A	N/A	N/A
2	I	R2.37-R4.47	Winter closure sign, 110 feet west of Substation Rd. to Forest Trail Rd.	No	No	N/A	Paved shoulder; no sidewalk	Roadside safety	Scenic Loop	Major – Evac. Route	2-lane road
3	J	R4.47 - 4.78	Western intersection with Forest Trail to Lake Mary Rd.	No	Yes	8-20 ft.	[EB] Sidewalk; parallel parking; retail	Commercial Circulation	PM R4.54	Major Access	Signalized Crosswalk
4	K	5.09-5.33	Joaquin Rd. to Manzanita Rd.	No	Yes	10 ft.	[EB] Sidewalk; street lights; ADA (first use, spell out) ramps; retail	Commercial Circulation	PM 5.08	Minor Access	Unsignalized Crosswalk
									PM 5.12	Minor Access	Unsignalized Crosswalk
									PM 5.19	Minor Access	Unsignalized Crosswalk
									PM 5.25	Minor Access	Unsignalized Crosswalk
									PM 5.30	Minor Access	Unsignalized Crosswalk
	L	5.23-5.43	Sierra Blvd. to North Frontage Rd.	No	Yes	8 ft.	[WB] Sidewalk; street lights; transit shelter	Commercial Circulation	North Frontage Road	Major Access	Signalized Crosswalk
	M	5.61-5.75	Eastern intersection with Forest Trail to Old Mammoth Rd.	No	Yes	10 ft.	[WB] Sidewalk; street lights; transit shelter	Commercial Circulation	Laurel Mountain Rd.	Major Access	Signalized Crosswalk
									Old Mammoth Rd.	Major Access	Signalized Crosswalk
	N	5.66-5.86	Laurel Mountain Rd. to Sierra Park Rd.	No	Yes	10 ft.	[EB] Sidewalk; street lights	Commercial Circulation	Laurel Mountain Rd.	Major Access	Signalized Crosswalk
									Old Mammoth Rd.	Major Access	Signalized Crosswalk
5	O	5.75 – 6.06	Old Mammoth Rd. to Mammoth Lakes Welcome Center	No	Yes	10 ft.	[WB] Class I multi-use path	Recreation	Sawmill Cutoff Rd.	Major Access	2-lane road
									PM 5.94	Major Access	SR 203 Undercrossing
	P	5.86 – 5.87	Sierra Park Rd. to Meridian Blvd.	No	Yes	7 ft.	[EB] Class I multi-use path	Recreation	Thompson Way	Minor Access	Driveway
									Mammoth RV Park	Minor Access	Driveway

TRANSIT FACILITY

Ten fixed transit routes operate on SR 203 under the management of Eastern Sierra Transit Authority, Mammoth Mountain and Yosemite Area Regional Transportation System. Dial-A-Ride service is available in the Town of Mammoth Lakes on weekdays, year-round from 8 am to 5 pm.

Segment	Mode & Collateral Facility	Name	Route End Points	Headway	Operating Period	Stations		Amenities	Bikes Allowed on	Location Description
						Cities	Postmiles			
1-3	ESTA Traditional Bus	Reds Meadow Shuttle	The Village at Mammoth & Mammoth Mountain Adventure Center to Reds Meadow Valley	Every 60, 30 & 20 minutes	June 14 - Wed. after Labor Day	Mammoth Lakes	RO.67 & R4.52	Main Lodge & The Village Shopping Center	No	Adv. Cntr. kiosk and ESTA #18
1-3	Mammoth Mountain Traditional Bus	Bike Shuttle	The Village at Mammoth to Mammoth Main Lodge	30 minutes	June 19 - Sept. 19	Mammoth Lakes	RO.67 & R4.52	Main Lodge & The Village	Yes	Main Lodge and ESTA #18
1-4	ESTA (Winter)	Red Line	Main Lodge to Snowcreek Athletic Club	20 minutes	Nov. 16 - May 27	Mammoth Lakes	Various	Bus Shelters, Shopping	Yes	ESTA # 12-19
3-4	ESTA	Town Trolley	Canyon Lodge to Snowcreek Athletic Club	30 minutes	Daily	Mammoth Lakes	Various	Bus Shelters, Shopping	Yes	ESTA # 12-18
3-4	ESTA	Purple Line	Vons to the Village at Mammoth	30 minutes	Daily	Mammoth Lakes	Various	Shopping	Yes	ESTA # 15-18, 38
5-6	ESTA (year-round)	CREST (395 Routes)	Lancaster, CA to Reno, NV	Once per day	Mon, Wed, Fri.	US 395 Corridor	Various	Bus Shelters, Shopping, Food, Park and Ride	Yes	McDonalds Parking Lot
5-6	ESTA (year-round)	Mammoth Express	Mammoth Lakes to Bishop	Three times per day	Mon. – Fri.	Mammoth Lakes, Lake Crowley, Toms Place, Bishop	Various	Bus Shelters, Shopping, Food, Park and Ride	Yes	McDonalds Parking Lot

Segment	Mode & Collateral Facility	Name	Route End Points	Headway	Operating Period	Stations		Amenities	Bikes Allowed on	Location Description
						Cities	Postmiles			
1-6	YARTS	Mammoth – HWY 120/395	Mammoth Mountain Inn to Yosemite Valley Visitor Center	One to three times per day	July – Aug.: 7 days/week; June & Sept.: Week-ends	Mammoth Lakes, June Lake, Lee Vining, Tuolumne Meadows, White Wolf, Yosemite Valley	Various	Bus Shelters, Shopping, Food, Park and Ride	Yes	YARTS # 201, 202, 203, 205, 207

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 203 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=red, medium=yellow, or low=green) by district staff based on the probability of encountering such issues.

The following environmental factors were identified:

- **Recreational Land (Section 4(f)):** Segments 1, 2, 5 and 6 run adjacent to the Inyo National Forest which is managed by the US Forest Service.
- **Farmland/Timberland:** SR 203 travels through land that is either non-forest land or unsuitable forest land with no scheduled timber yields.
- **Community Impacts/Environmental Justice:** SR 203 should remain open during future highway projects in order to provide complete access to the Town of Mammoth Lakes. The Inyo National Forest, which surrounds the majority of the highway, is an important environmental, cultural and economic asset. Consultation with the US Forest Service should occur for any projects or operations with the potential to affect the INF.
- **Visual Aesthetics:** SR 203 is eligible to receive State Scenic Highway status. The surrounding Inyo National Forest is an invaluable visual asset to Mammoth Lakes and the Eastern Sierra.
- **Cultural Resources:** The SR 203 corridor does not contain a significant quantity of cultural resources. Several archaeological sites within the Mammoth Lakes area have received federal and state recognition:
 - California Department of Parks and Recreation, Office of Historic Preservation
 - California Historic Resources – Points of Interest (Plaque Number)
 - Old Mammoth City (P15)
 - Paiute Historical Excavations (P13)
 - Sherwin’s Grade Toll Road (P28)
- **Floodplain:** The Federal Emergency Management Agency has approximated two Special Flood Hazard Areas which SR 203 traverses. Corresponding with Mammoth Lake’s town boundary, SR 203 runs through flood zone X from PM 0.00/7.41 which is an area subject to moderate or minimal flooding from severe

storm activity or local drainage problems. Additionally, corresponding with the Hot Creek floodplain, SR 203 traverses flood zone A from PM R8.16/R8.28 which denotes areas subject to 100-year flood events.

- Geology/Soils/Seismic/Topography:** The Mammoth Lakes area falls within National Resources Conservation Service’s CA 732 Soil Survey area. The highway travels through the Hartley Springs fault zone from PM R0.25/R3.14 and the Hilton Creek fault zone from R8.47/R8.67. SR 203 directly accesses the Mammoth Earthquake Fault, a deep fissure in a flow of volcanic rock, via Earthquake Fault Road at PM R2.90. The road accesses a picnic area complete with interpretive displays and a short trail leading to the geologic feature. Under the National Earthquake Hazards Reduction Program, it falls within Seismic Design Category D2 which indicates that it’s an area that is susceptible to strong shaking. SR 203 drops 1,860 feet over its entire length with downgrades of over -6% occurring from PM 0.70/5.0.
- Air Quality:** All of Mono County is designated by the California Air Resources Board as an Unclassified/Attainment area for Ozone, Carbon Monoxide and Particulate Matter 2.5 and Particulate Matter 10.
- Waters and Wetlands:** SR 203 crosses over two named streams: Dry Creek at PM R1.51 and Hot Creek at PM R8.24.
- Habitat Connectivity:** Mule deer and bear populations are active along the route and vehicle collisions with wildlife have occurred along the corridor.
- Species Considerations:** The California Natural Diversity Database identifies two special status species within a 2,000-foot-wide corridor centered along SR 203:
 - Pacific Fisher – West Coast DPS, *Pekania pennanti*
 - Endangered Species Act: Candidate
 - California Endangered Species Act: Candidate Threatened
 - Sierra Nevada yellow legged frog - *Rana sierra*
 - Endangered Species Act: Candidate
 - California Endangered Species Act: Candidate Threatened

Segment	Section 4(f)	Farmland/ Timberland	Air Quality				Community Impacts/ Environmental Justice	Visual Aesthetics	Cultural Resources	Floodplain	Geology/Soils/ Seismic/Topography	Waters and Wetlands	Special Status Species
			Ozone	PM 2.5	PM 10	CO							
1	Med	Low	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Med	Med	Low	Low	High	Med	Med
2	Med	Low	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Med	Med	Low	Low	Med	Low	Low
3	Low	Low	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	High	Med	Low	Low	Med	Low	Med

4	Low	Low	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	High	Med	Low	Low	Med	Low	Low
5	Med	Low	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Med	Med	Low	Low	Med	Low	Low
6	Med	Low	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Unclassified/ Attainment	Med	Med	Low	High	High	Med	Low

CORRIDOR PERFORMANCE

SR 203 operates above the Concept Level of Service (LOS) for both the base year and the horizon year. This is due primarily to the close-ended nature of the route and non-interregional traffic.

Segment #	1	2	3	4	5	6
Basic System Operations						
AADT (BY)	3,700	3,700	3,700	11,000	6,500	7,400
AADT (HY)	4,088	4,088	4,088	12,154	7,182	8,176
AADT: Growth Rate/Year	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
LOS Method	HCM	HCM	HCM	HCM	HCM	HCM
LOS (BY)	A	A	A	A	A	A
LOS (HY)	A	A	A	A	A	A
LOS Concept	C	C	C	C	C	C
VMT (BY)	11,274	7,781	1,154	10,648	7,215	13,401
VMT (HY)	12,456	8,597	1,275	11,765	7,972	14,807
Truck Traffic						
Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A	N/A	N/A	N/A	N/A	969
Total Average Annual Daily Truck Traffic (AADTT) (HY)	N/A	N/A	N/A	N/A	N/A	1,071
Total Trucks (% of AADT) (BY)	N/A	N/A	N/A	N/A	N/A	13.10
Total Trucks (% of AADT) (HY)	N/A	N/A	N/A	N/A	N/A	13.10
5+ Axle Average Annual Daily Truck Traffic (AADTT) (BY)	N/A	N/A	N/A	N/A	N/A	44
5+ Axle Average Annual Daily Truck Traffic (AADTT) (HY)	N/A	N/A	N/A	N/A	N/A	49
5+ Axle Trucks (as % of AADT) (BY)	N/A	N/A	N/A	N/A	N/A	0.60
5+ Axle Trucks (as % of AADT) (HY)	N/A	N/A	N/A	N/A	N/A	0.60
Peak Hour Traffic Data						
Peak Hour Direction	East	East	East	East	East	East
Peak Hour Time of Day	PM	PM	PM	PM	AM	AM
Peak Hour Directional Split (BY)	85/15	85/15	59/41	59/41	67/33	76/24
Peak Hour VMT (BY)	2,026	1,399	455	1,410	987	1,643
Peak Hour VMT (HY)	2,239	1,545	502	1,558	1,090	1,815

KEY CORRIDOR ISSUES

Segments 1 and 2 present challenging road geometry and grades that exacerbate issues when combined with winter weather conditions and drainage problems between the Caltrans Minaret Maintenance Station and the Village. Drop inlets, dikes, gutters and other drainage improvements are needed in this area. Segments 3 and 4 are urban sections which currently provide less than ideal connectivity with the corridor's local transportation facilities for pedestrians and bicyclists. Enormous potential exists for implementing complete streets elements which would better allow these two segments to function like a traditional mountain town main street. Finally, road user information needs should be met, as needed, along all of SR 203, especially in severe weather.

ADDITIONAL TOPICS

Since as far back as 1998, Caltrans and the Town of Mammoth Lakes have discussed the possibility of relinquishing part or all of route 203 to local control. The Town's desire for a community streetscape design that is more inviting to pedestrians and local business development may not be compatible with Caltrans' obligations and may be in conflict with state highway standards. Caltrans recommends that stakeholders such as the USFS, the Town of Mammoth Lakes and Mono County consider relinquishment options as a possible concept for the 203 corridor.

CORRIDOR CONCEPT

CONCEPT RATIONALE

No significant growth or development is anticipated in the SR 203 corridor within the TCR's 20 year scope of concern. The highway supports relatively low traffic volume and any need for an increase in capacity is not foreseen in the near future. For these reasons, the highway is expected to remain at its existing functional classification.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Currently, there are two programmed projects to construct sidewalks on Main St. from Minaret Road to Mountain Boulevard, and on Minaret Road from Lake Mary Road to 0.08 miles north of Lake Mary Road. A third sidewalk project is planned for Lower Main Street from Mountain Boulevard to Forest Trail.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose	Implementation Phase
1,2	Widen Shoulders	Various	Caltrans D-9	Maintenance & Operations	Long Term
1,2	Construct shoulders and upgrade intersections to meet current standards when roadway is scheduled for rehabilitation	Various	Caltrans D-9	Maintenance & Operations	Long Term
1,2	Widen shoulders and install rumble strips at tight curve locations	Various	Caltrans D-9	Maintenance & Operations	Long Term
1,2	Install an Intelligent Transportation System (ITS) Curve Warning Feedback System for curves with little to no clear recovery zone	Various	Caltrans D-9	Operations	Long Term
2	Improve Drainage/ Dike Repair	R2.35/R4.47	Caltrans D-9	Maintenance & Operations	Long Term
2	Install culvert at maintenance yard driveway	R.2.3	Caltrans D-9	Maintenance & Operations	Long Term

Seg.	Description	Location	Source	Purpose	Implementation Phase
3	Construct curb, gutter and sidewalks on WB side of roadway	R4.47/4.78	Caltrans D-9	Maintenance & Operations	Long Term
4	Construct sidewalk along WB side of roadway	4.78/5.09	Caltrans D-9	Operations	Long Term
4	Improve Drainage	5.04	Caltrans D-9	Maintenance & Operations	Long Term
4	Construct sidewalk along EB side of roadway	5.30/5.66	Caltrans D-9	Operations	Long Term
4	Construct sidewalk along WB side of roadway	5.42/5.61	Caltrans D-9	Operations	Long Term
4	Develop an Access Management Plan (AMP) for the purpose of executing safety and operational improvements that are designed for cross-traffic and pedestrian movements	4.78/5.75	Caltrans D-9	Circulation	Long Term
4	Develop a Signal Master Plan (SMP) in consideration of new, ADA-compliant crosswalk facilities	4.78/5.75	Caltrans D-9	Circulation	Long Term
4	Extend the two-way left-turn lane (TWLTL) from Manzanita Road to Minaret Road	4.78/5.30	Caltrans D-9	Operations	Long Term
4	Coordinate with the Town of Mammoth Lakes to implement a snow management strategy for removing snow plowed from SR 203 to an offsite location.	4.78/5.75	Caltrans D-9	Operations	Long Term

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
CNDDB – 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.

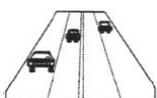
Minor Collector A Collector that is shorter in length, having a higher density of connecting driveways, lower speed limits and smaller intervals of spacing than Major Collectors. These roadways serve lower volumes of traffic.

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

operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

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.

Right of Way (ROW) – Any strip or area of land granted by deed or easement for ... a designated use.

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
Segment 1: PM L0.00 – PM R2.37



Segment 1 begins at the Madera/Mono County line west of Mammoth Mountain and ends at the winter closure sign west of Substation Road. The United States Forest Service takes over maintenance and operations responsibilities for segment 1 during the winter season. This is an undivided, two-lane conventional highway with a Minor Arterial classification. It functions as a California Legal Advisory Route for trucks from PM L0.00/R0.50 and a California Legal Route for the rest of the route. Motor coaches and motorhomes over 40 feet long are not permitted on SR 203 from PM 0.00/0.50. Services such as food and lodging are available at the Mammoth Mountain Main Lodge.

Projects and Strategies to Achieve Concept				
Description	Location	Source	Purpose	Implementation Phase
Widen Shoulders	Various	CT D-9	Maintenance & Operations	Long Term
Construct shoulders and intersections to meet current standards when roadway is scheduled for rehabilitation	Various	CT D-9	Maintenance & Operations	Long Term
Widen shoulders/install rumble strips at the more severe curve locations associated with traffic accidents	Various	CT D-9	Maintenance & Operations	Long Term
Install an Intelligent Transportation System (ITS) Curve Warning Feedback System for curves with little to no clear recovery zone	Various	CT D-9	Operations	Long Term

Route Designations and Characteristics	Freeway & Expressway	No
	National Highway System	No
	Strategic Highway Network	No
	Scenic Highway	Eligible
	Interregional Road System	Yes
	High Emphasis	No
	Focus Route	No
	Federal Functional Classification	Minor Arterial
	Goods Movement Route	No
	Truck Designation	CA Legal Advisory (PM R0.00/R0.50)
	Rural/Urban/Urbanized	Rural
	Regional Transportation Planning Agency	Mono County LTC
	Local Agency	Mono County
	Tribes	None

Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	No

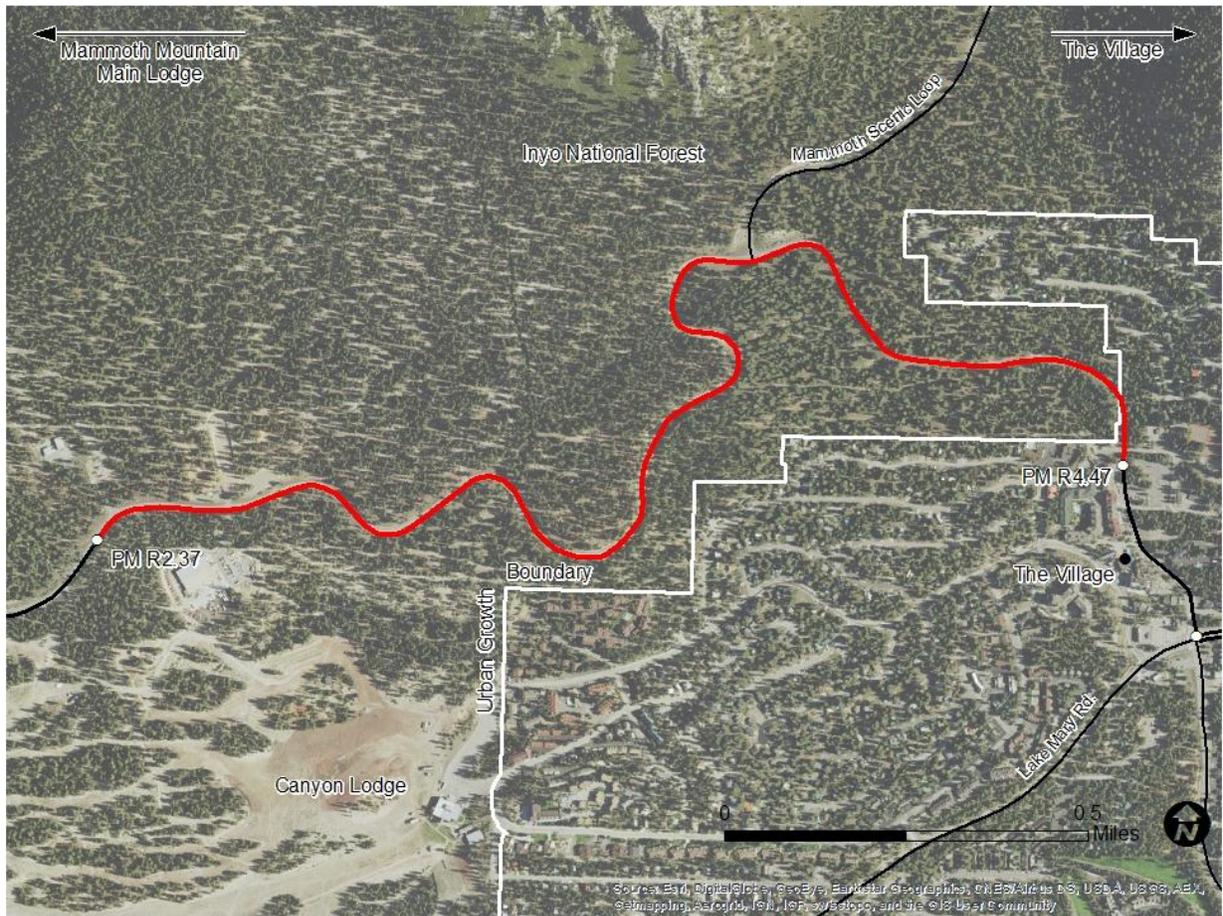
Environmental Considerations	Section 4(f)		Med	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		Med	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		Low	
	Geology/Soils/Seismic		High	
Waters and Wetlands		Med		
Special Status Species		Med		

System Characteristics	Facility Type	C
	General Purpose Lanes	2
	Lane Miles	6.09
	Centerline Miles	3.05
	Shoulder Width	0-8 ft.
	Median Width	0 ft
	Lane Width	12 ft
	Median Characteristics	N/A
	Distressed Pavement	0%
Current ROW	66-150 ft., easement	

Corridor Performance	Basic Systems Operations	AADT (BY)	3,700
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	C
		VMT (BY)	11,274
	Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A
		Total Trucks (% AADT) (BY)	N/A
		5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	N/A
	Peak Hour Traffic Data	Peak Hour Direction	East
		Peak Hour Time of Day	PM
		Peak Hour Directional Split (BY)	85/15
Peak Hour VMT (BY)		2,026	

Bicycle Facility	Post Mile	L0.00 – R2.37
	Bicycle Access Prohibited	No
	Facility Type	Shared Roadway
	Outside Paved Shoulder Width	0-8 ft.
	Facility Description	Narrow shoulder – winding road geometry
	Posted Speed Limit	25 - 45 mph

Segment 2: PM R2.37 – PM R4.47



Segment 2 begins at the winter closure sign 110 feet west of Substation Road and ends at Forest Trail Road. This is an undivided, two-lane conventional highway with a Minor Arterial classification. It functions as a California Legal Route for trucks and motor coaches and motorhomes over 40 feet long are permitted to travel on the highway. Services such as food, lodging, and gasoline are not available along this segment.

Description	Location	Source	Purpose
Widen Shoulders	Various	CT D-9	Maintenance & Operations
Construct shoulders and intersections to meet current standards when roadway is scheduled for rehabilitation	Various	CT D-9	Maintenance & Operations
Widen shoulders/install rumble strips at the more severe curve locations associated with traffic accidents	Various	CT D-9	Maintenance & Operations
Install an Intelligent Transportation System (ITS) Curve Warning Feedback System for curves with little to no clear recovery zone	Various	CT D-9	Operations
Install culvert at maintenance yard driveway	R.2.3	CT D-9	Maintenance & Operations
Improve Drainage/ Dike Repair	R2.35/R4.47	CT D-9	Maintenance & Operations

Route Designations and Characteristics	Freeway & Expressway	No
	National Highway System	No
	Strategic Highway Network	No
	Scenic Highway	Eligible
	Interregional Road System	Yes
	High Emphasis	No
	Focus Route	No
	Federal Functional Classification	Minor Arterial
	Goods Movement Route	No
	Truck Designation	CA Legal Network Route
	Rural/Urban/Urbanized	Rural
	Regional Transportation Planning Agency	Mono LTC
	Local Agency	Mono County
	Tribes	None
	Air District	Great Basin Unified Air Pollution Control District
Terrain	Mountainous	

Environmental Considerations	Section 4(f)		Med	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		Med	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		Low	
	Geology/Soils/Seismic		Med	
	Waters and Wetlands		Low	
Special Status Species		Low		

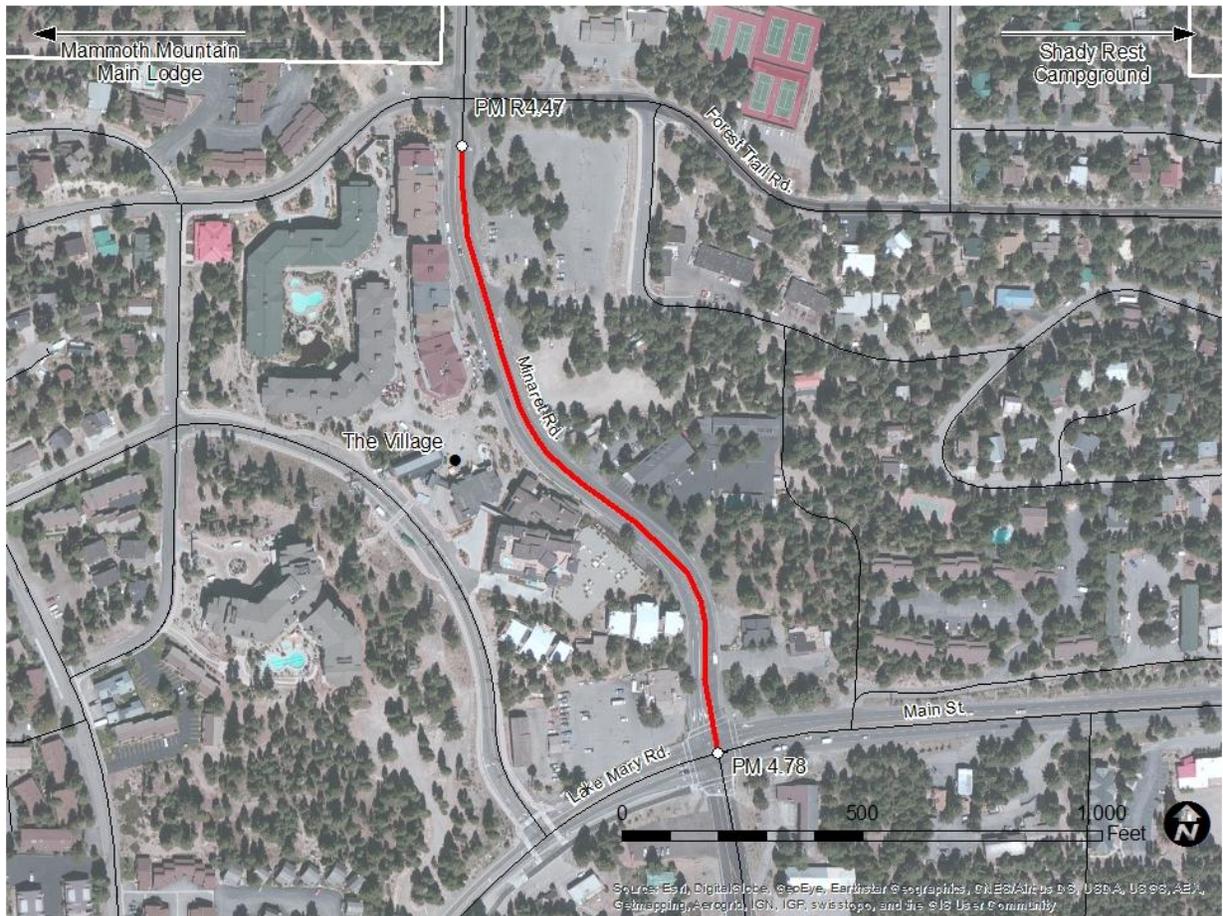
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	No

System Characteristics	Facility Type	C
	General Purpose Lanes	2
	Lane Miles	4.21
	Centerline Miles	2.10
	Shoulder Width	4-14 ft.
	Median Width	0 ft
	Lane Width	12 ft.
	Median Characteristics	N/A
	Distressed Pavement	0%
Current ROW	100 - 500 ft., easement	

Bicycle Facility	Post Mile	R2.37-R4.47
	Bicycle Access Prohibited	No
	Facility Type	Shared Roadway
	Outside Paved Shoulder Width	4-14 ft.
	Facility Description	Narrow shoulder – winding road geometry
	Posted Speed Limit	30-45 mph

Corridor Performance	Basic Systems Operations	AADT (BY)	3,700
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	C
	Truck Traffic	VMT (BY)	7,781
		Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A
		Total Trucks (% AADT) (BY)	N/A
		5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	N/A
	Traffic	Peak Hour Direction	East
		Peak Hour Time of Day	PM
Peak Hour Directional Split (BY)		85/15	
Peak Hour VMT (BY)		1,399	

Segment 3: PM R4.47 – PM 4.78



Segment 3 begins at Forest Trail Road and ends at Lake Mary Road. This is an undivided, two-lane conventional highway with a Minor Arterial classification. The eastbound side of the highway is delineated by a sidewalk and is striped for parallel parking stalls. It functions as a California Legal Route for trucks and motor coaches and motorhomes over 40 feet long are permitted to travel on the highway. Services such as food and lodging are available along this segment.

Description	Location	Source	Purpose
Construct curb, gutter and sidewalks along WB side of highway	R4.47/4.78	CT D-9	Maintenance & Operations

Route Designations and Characteristics	Freeway & Expressway	No
	National Highway System	No
	Strategic Highway Network	No
	Scenic Highway	Eligible
	Interregional Road System	Yes
	High Emphasis	No
	Focus Route	No
	Federal Functional Classification	Minor Arterial
	Goods Movement Route	No
	Truck Designation	CA Legal Network Route
	Rural/Urban/Urbanized	Urban
	Regional Transportation Planning Agency	Mono LTC
	Local Agency	Mono County
	Tribes	None
	Air District	Great Basin Unified Air Pollution Control District
Terrain	Rolling	

Environmental Considerations	Section 4(f)		Low	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		High	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		Low	
	Geology/Soils/Seismic		Med	
	Waters and Wetlands		Low	
Special Status Species		Med		

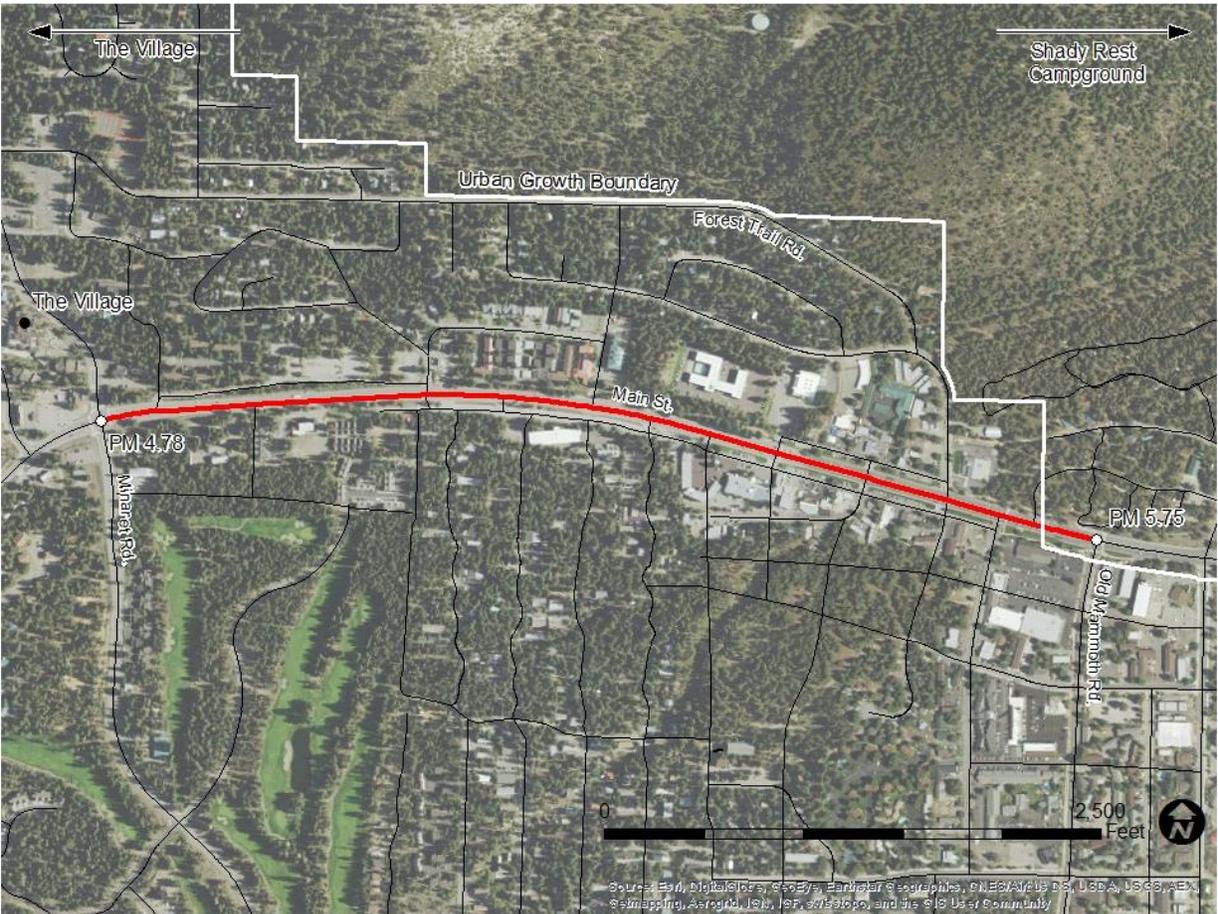
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	Yes

System Characteristics	Facility Type	C
	General Purpose Lanes	2
	Lane Miles	0.62
	Centerline Miles	0.31
	Shoulder Width	4-10 ft.
	Median Width	0 ft.
	Lane Width	12 ft
	Median Characteristics	N/A
	Distressed Pavement	0%
Current ROW	70 - 80 ft.; fee title & easement	

Bicycle Facility	Post Mile	R4.47-4.78
	Bicycle Access Prohibited	No
	Facility Type	Shared Roadway
	Outside Paved Shoulder Width	4-10 ft.
	Facility Description	Narrow shoulder – Bike Racks
	Posted Speed Limit	30 mph

Corridor Performance	Basic Systems Operations	AADT (BY)	3,700
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	C
	Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A
		Total Trucks (% AADT) (BY)	N/A
		5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	N/A
	Peak Hour Traffic Data	Peak Hour Direction	East
		Peak Hour Time of Day	PM
Peak Hour Directional Split (BY)		59/41	
Peak Hour VMT (BY)		455	

Segment 4: PM 4.78 – PM 5.75



Segment 4 begins at Lake Mary Road and ends at Old Mammoth Road. This is an undivided, four-lane conventional highway with a Minor Arterial classification. It functions as a California Legal Route for trucks and motor coaches and motorhomes over 40 feet long are permitted to travel on the highway. Services such as food, lodging, and gasoline are available along this segment.

Description	Location	Source	Purpose
Construct curb, gutter and sidewalks along WB side of highway	4.78/5.09	CT D-9	Operations
Construct sidewalk along EB side of highway	5.30/5.66	CT D-9	Operations
Construct sidewalk along WB side of highway	5.42/5.61	CT D-9	Operations
Develop an Access Management Plan (AMP) for the purpose of executing safety and operational improvements that are designed for improved cross-traffic and pedestrian movements	4.78/5.75	CT D-9	Circulation
Develop a Signal Master Plan (SMP) with consideration of new, ADA-compliant crosswalk facilities	4.78/5.75	CT D-9	Circulation
Improve Drainage	5.04	Caltrans D-9	Maintenance
Extend the two-way left-turn lane (TWLTL) from Manzanita Road to Minaret Road	4.78/5.30	CT D-9	Operations
Coordinate with the Town of Mammoth Lakes to implement a snow management strategy for removing snow plowed from SR 203 to an offsite location. Currently snow is plowed into landscaped medians impeding sight distance.	4.78/5.75	CT D-9	Circulation

Route Designations and Characteristics	Freeway & Expressway	No
	National Highway System	No
	Strategic Highway Network	No
	Scenic Highway	Eligible
	Interregional Road System	No
	High Emphasis	No
	Focus Route	No
	Federal Functional Classification	Minor Arterial
	Goods Movement Route	No
	Truck Designation	CA Legal Network Route
	Rural/Urban/Urbanized	Urban
	Regional Transportation Planning Agency	Mono LTC
	Local Agency	Mono County
	Tribes	None
	Air District	Great Basin Unified Air Pollution Control District
Terrain	Rolling	

Environmental Considerations	Section 4(f)		Low	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		High	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		Low	
	Geology/Soils/Seismic		Med	
	Waters and Wetlands		Low	
Special Status Species		Low		

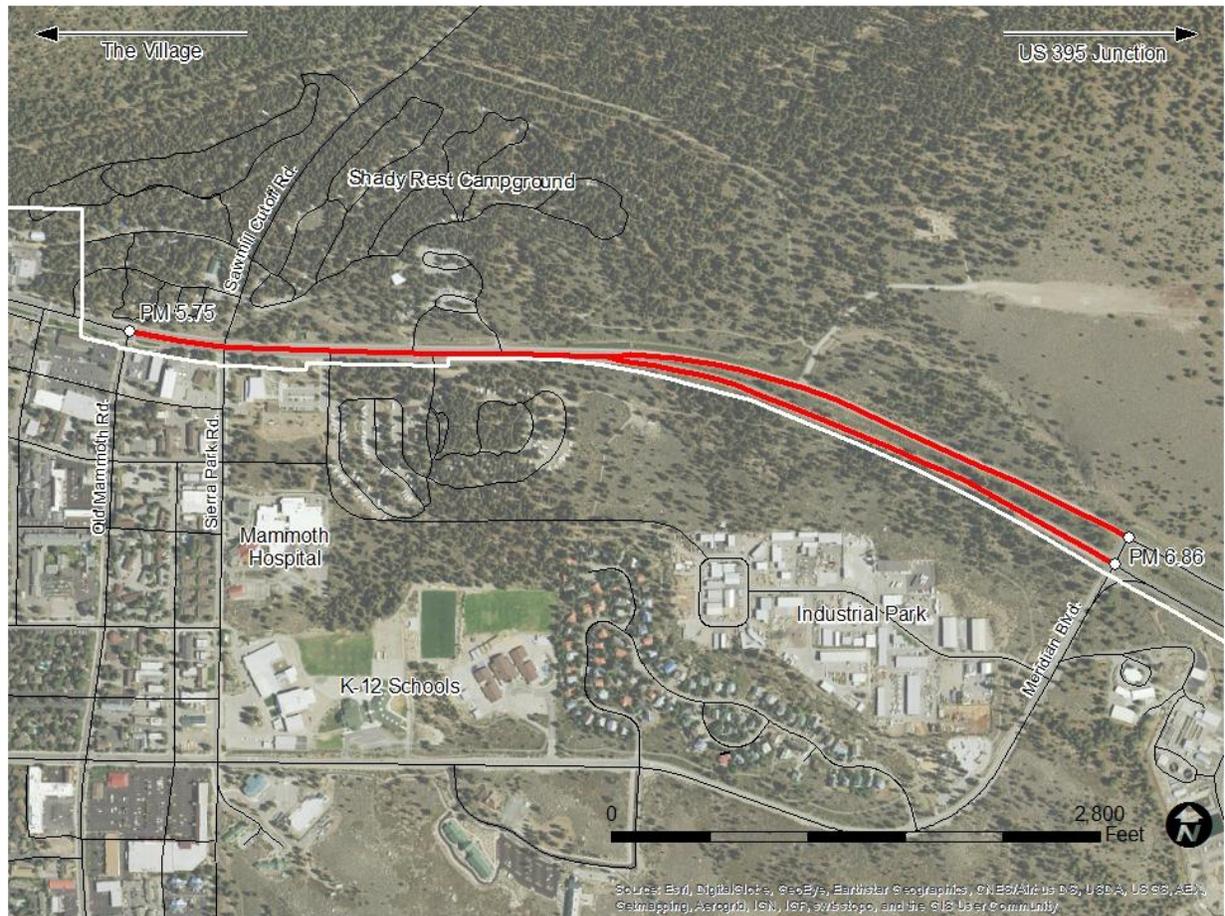
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	Yes

System Characteristics	Facility Type	C
	General Purpose Lanes	4
	Lane Miles	3.87
	Centerline Miles	0.97
	Shoulder Width	3-14 ft.
	Median Width	0 ft.
	Lane Width	12 ft.
	Median Characteristics	N/A
	Distressed Pavement	0%
Current ROW	109 - 200 ft., easement	

Bicycle Facility	Post Mile	4.78-5.75
	Bicycle Access Prohibited	No
	Facility Type	Class II Bike Lane
	Outside Paved Shoulder Width	3-14 ft.
	Facility Description	5.7% grade PM 5.05/5.44
	Posted Speed Limit	35 mph

Corridor Performance	Basic Systems Operations	AADT (BY)	11,000
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	C
		VMT (BY)	10,648
	Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A
		Total Trucks (% AADT) (BY)	N/A
		5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	N/A
	Peak Hour Traffic Data	Peak Hour Direction	East
		Peak Hour Time of Day	PM
		Peak Hour Directional Split (BY)	59/41
Peak Hour VMT (BY)		1,410	

Segment 5: PM 5.75 – PM 6.86



Segment 5 begins at Old Mammoth Road and ends at Meridian Boulevard. This is a divided, four-lane conventional highway with a Minor Arterial classification. It functions as a California Legal Route for trucks and motor coaches and motorhomes over 40 feet long are permitted to travel on the highway. Services such as food, lodging, and gasoline are available along this segment.

Route Designations and Characteristics	Freeway & Expressway	No
	National Highway System	No
	Strategic Highway Network	No
	Scenic Highway	Eligible
	Interregional Road System	Yes
	High Emphasis	No
	Focus Route	No
	Federal Functional Classification	Minor Arterial
	Goods Movement Route	No
	Truck Designation	CA Legal Network Route
	Rural/Urban/Urbanized	Urban
	Regional Transportation Planning Agency	Mono LTC
	Local Agency	Mono County
	Tribes	None
	Air District	Great Basin Unified Air Pollution Control District
Terrain	Rolling	

Environmental Considerations	Section 4(f)		Med	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		Med	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		Low	
	Geology/Soils/Seismic		Med	
	Waters and Wetlands		Low	
	Special Status Species		Low	

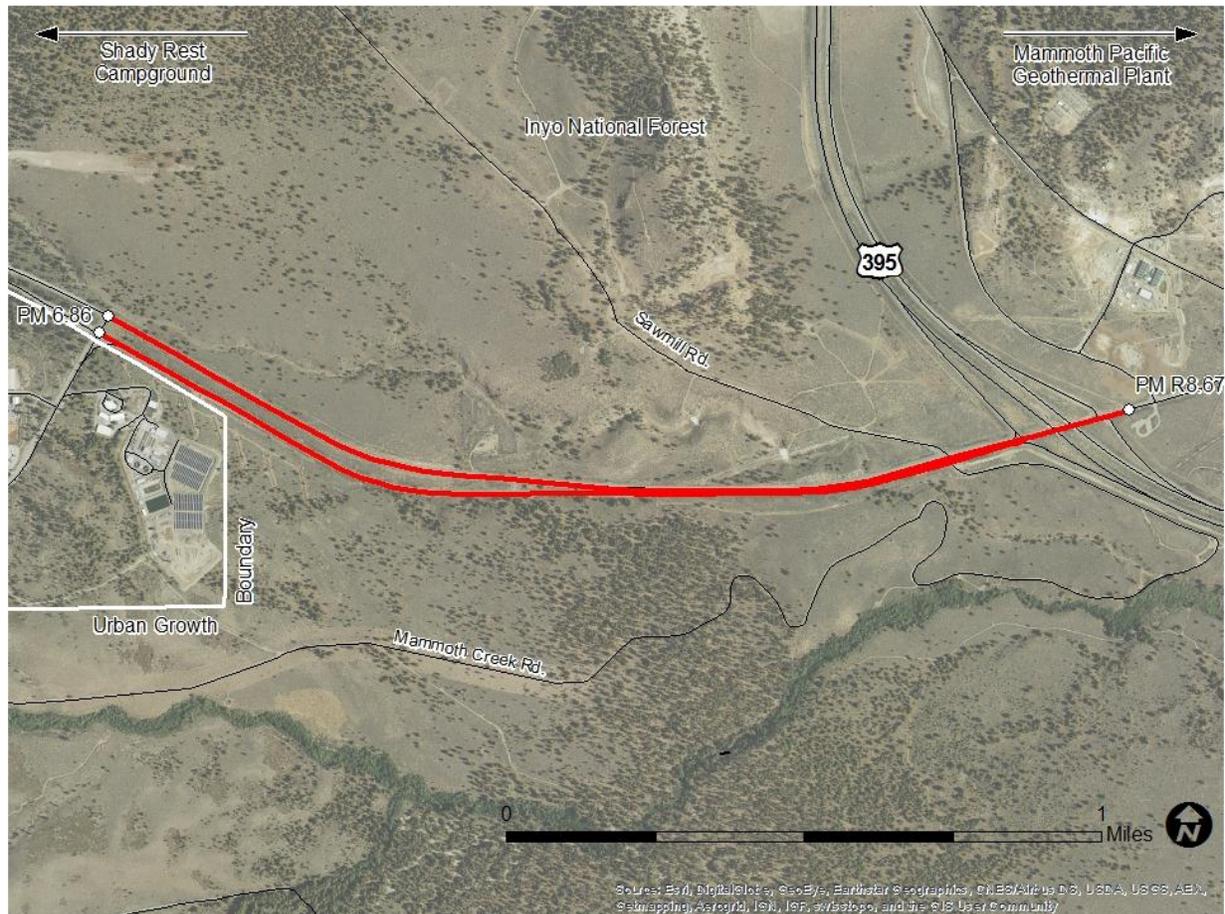
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	Yes

System Characteristics	Facility Type	C
	General Purpose Lanes	4
	Lane Miles	4.44
	Centerline Miles	1.11
	Shoulder Width	4-14 ft.
	Median Width	9-120 ft.
	Lane Width	12 ft.
	Median Characteristics	At Grade, Veg.
	Distressed Pavement	0%
Current ROW	132 - 295 ft., SUP, fee title & easement	

Bicycle Facility	Post Mile	5.75-6.86
	Bicycle Access Prohibited	No
	Facility Type	Class III Bike Route
	Outside Paved Shoulder Width	4-14 ft.
	Facility Description	Flat grade with rumble strip
	Posted Speed Limit	45-55 mph

Corridor Performance	Basic Systems Operations	AADT (BY)	6,500
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	C
	Truck Traffic	VMT (BY)	7,215
		Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A
		Total Trucks (% AADT) (BY)	N/A
	Peak Hour Traffic Data	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	N/A
		Peak Hour Direction	East
Peak Hour Time of Day		AM	
Peak Hour Directional Split (BY)		67/33	
	Peak Hour VMT (BY)	987	

Segment 6: PM 6.86 – PM R8.67



Segment 6 begins at Meridian Boulevard and ends at the routes terminus east of US 395. This is a divided, four-lane conventional highway with a Minor Arterial classification. It functions as a California Legal Route for trucks and motor coaches. Motorhomes over 40 feet long are permitted on segment 6. Services such as food, lodging, and gasoline are not available along this segment.

Route Designations and Characteristics	Freeway & Expressway	No
	National Highway System	No
	Strategic Highway Network	No
	Scenic Highway	Eligible
	Interregional Road System	Yes
	High Emphasis	No
	Focus Route	No
	Federal Functional Classification	Minor Arterial
	Goods Movement Route	No
	Truck Designation	CA Legal Network Route
	Rural/Urban/Urbanized	Urban
	Regional Transportation Planning Agency	Mono LTC
	Local Agency	Mono County
	Tribes	None
	Air District	Great Basin Unified Air Pollution Control District
Terrain	Rolling	

Environmental Considerations	Section 4(f)		Med	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		Med	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		High	
	Geology/Soils/Seismic		High	
	Waters and Wetlands		Med	
Special Status Species		Low		

Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	No

System Characteristics	Facility Type	C
	General Purpose Lanes	4
	Lane Miles	7.24
	Centerline Miles	1.81
	Shoulder Width	4-14 ft.
	Median Width	15-128 ft.
	Lane Width	12 ft.
	Median Characteristics	At Grade, Veg.
	Distressed Pavement	0%
Current ROW	200 - 385 ft., SUP & easement	

Bicycle Facility	Post Mile	6.86-R8.67
	Bicycle Access Prohibited	No
	Facility Type	Class III Bike Route
	Outside Paved Shoulder Width	4-14 ft.
	Facility Description	Rumble Strip
	Posted Speed Limit	55 mph

Corridor Performance	Basic Systems Operations	AADT (BY)	7,400
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	A
		LOS Concept	C
	Truck Traffic	VMT (BY)	13,401
		Total Average Annual Daily Truck Traffic (AADTT) (BY)	969
		Total Trucks (% AADT) (BY)	13.10%
		5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	44
	Peak Hour Traffic Data	Peak Hour Direction	East
		Peak Hour Time of Day	AM
Peak Hour Directional Split (BY)		76/24	
Peak Hour VMT (BY)		1,643	

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