

Mono County Local Transportation Commission

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DRAFT MINUTES

December 14, 2015

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

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

COUNTY STAFF: Scott Burns, Jeff Walters, Garrett Higerd, Paul Roten, Gerry Le Francois, Megan Mahaffey, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Ryan Dermody, Jad Andari

ESTA: John Helm

GUESTS: Consultant Sandra Bauer; Phil & Kathy Higerd

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Fred Stump called the meeting to order at 9:08 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MEETING MINUTES:**

MOTION: Adopt minutes of Nov. 9, 2015, as amended: 1) Item 2, last sentence: Airlines **proposal in progress is to** sell tickets that include pass-through opportunities. 2) Item 9B, first sentence: **Meridian Minaret/Forest Trail** roundabout proposed 20 years ago. (*Hogan/Johnston. Ayes: 5. Abstain due to absence: Holler.*)

4. **LOCAL TRANSPORTATION**

A. **Resolution of Appreciation:** Chair Stump read aloud a resolution of appreciation to Garrett Higerd, whose parents were present.

MOTION: Present resolution of appreciation to Garrett Higerd. (*Fesko/Johnston. Ayes: 6-0.*)

Consultant Sandra Bauer, who was key in environmental document for Convict Lake project, described thorough pleasure working with Higerd.

5. **A. PUBLIC HEARING – Regional Transportation Plan (RTP) Update:** Scott Burns presented background on legally required five-year update that took advantage of new State requirements to integrate with other updates including General Plan and Housing Element, available for grants. CEQA involved. Funded by Strategic Growth Council \$325,000 grant combined with Overall Work Program (OWP) funding. Took advantage of LTC items: 395 Corridor Enhancement blueprint, Bridgeport Main Street complete streets, land ownership adjustment planning, safety, floods, fire safe. Burns commended diverse team of staff, consultants, and agencies, highlighting contributions of each.

Gerry Le Francois noted Antelope Valley RPAC spent time on RTP functions, pedestrian, transit, bikes, vehicles, road network, and state/federal system. The RTP serves dual purpose as Circulation Element for General Plan. Most recent outreach to RPACs on all updates. LTC has given good feedback.

Wendy Sugimura released draft July 31, comments closed Sept. 29. Comments from Planning Commission, Mono Supervisors, Caltrans.

Final EIR response to comments: Sugimura reviewed comments from Great Basin Air Pollution Control District; Paradise resident on recreation, climbing lanes, and foot paths (no policy changes); Mono Lake Committee on wildlife collisions, bike path to consider (added to bike transportation plan); USFWS on

wildlife collisions, carcass disposal, roads in sage grouse habitat; PC/BOS: BOS said truck traffic data accurately represented Mono's concerns, so leave it in (approving body, so it stayed). Being data-driven, however, Caltrans perceived terms affecting data sets/programs, legal implications, and potential liability.

Interstate truck routes: Define legal implications, or just Caltrans responsibility? Dermody stated safety and hazardous are triggering mechanisms. Safety program exists. Hot spot, have a problem. Using terms affects data sets, programs. Use only when truly have hot spot.

Prioritize Caltrans work? Dermody stated if data set backs up issue. Green couldn't speak to whether Mono would be liable, but Caltrans would be.

Stump wanted to push back against bureaucracies. Term hazardous can go, but safety needs to stay. This is our document, will reflect concerns of our citizens. Send message that it still needs to be looked at.

What criteria triggered by safety? Dermody noted Caltrans uses accident-driven data, SWITRS (Statewide Integrated Traffic Records System) does statewide. If multiple accidents, safety program funds can fix. On record today stating no documented safety issue with trucks.

Another word to imply same thing without triggering safety word? Hogan noted SWITRS is done per capita. Dermody indicated similar traffic, same number of lanes. Hogan thought rural world totally different. Narrow shoulders, big trucks, little risks, hazards. Safety a real issue. Johnston suggested footnote – "not safety as defined by Caltrans."

Green stated future Mono projects Mammoth Lakes north (shoulder, rumble strips, etc.) will improve safety. Caltrans definition of safety is more rigid.

Hogan noted deer collisions not reported. SWITRS data one thing, reality something else. Fesko saw reality from Mono's point of view, not Caltrans. All based on perspective. Becomes relative. Maybe footnote to exclude. "Increased levels" is a safety concern. Maybe graph or chart OK. Footnote OK? Have Caltrans craft wording to its satisfaction. Treat Caltrans as partner even though it's Mono's document.

Sugimura suggested highways part of international truck network. Not use "heavy." Dermody thought data show "increasing" truck traffic.

Sugimura stated Katz study is being updated, may include projections. Holler noted not yet funded. Green indicated accurate info would help secure funding.

Stump reminded speed limits are set by State law. Reducing speed limit in Chalfant was defeated in Sacramento. Try: "Encourage changes or flexibility in State laws to allow for greater speed limit reductions in communities where major highways go through communities and speed has become an issue." Mechanism for local entity to funnel request? Strengthen wording. Holler suggested, "This is a main street, not a freeway."

Johnston asked if LTC wishes to pursue special circumstance legislation to allow lowering speed limits for bedroom communities. Stump thought legislation should provide pathway for local concerns to be processed or give Caltrans flexibility to address speed limits in local areas. Maybe policy item elsewhere, not p. 42.

Hogan asked if something could be added at this late date? Sugimura replied, "Yes. Find appropriate wording. Policy more likely in p. 85 under 8A. Add something to work with Caltrans and other stakeholders on options related.

--- Break: 10:25-10:30 ---

Sugimura: Edit p. 42: Speeds on US 395 along Mono Lake in Mono City.

Midwest guardrail = standard, a brand, separate from finish (shiny galvanized). Johnston suggested new guardrail rather than specifying exact kind. Higerd stated guardrail different height than historic, safer. Midwest is engineering specification for height and hardware, not manufacturer (multiple manufacturers). Add 10.B.5: Utilize self-weathering finishes

Trails Plan: Emotional on OHV, so minimize user conflict, advised PC & BOS.

Sugimura will make policy and info changes, get back to LTC.

Bauer mentioned scoping meeting with California Department of Fish & Wildlife (CDFW) and Mountain Warfare Training Center (MWTC). Three comments: Lahontan, CA Parks & Recreation, and Caltrans. Released draft, gave public 60 days to comment. Half of 16 comments strictly concerned projects. Comments helpful, constructive. Caltrans: Wide range of topics including airport safety, scenic highway, etc. Final EIR prepared to address comments, identified large number of significant environmental impacts. No significant effects on transportation issues.

USFWS satisfied with response? Bauer noted sufficiently content to not take further steps. Commended Mono for policies to enable species to be addressed through planning. Mono commended on biological.

Rumblings about sage grouse in Nevada, political pressure. How affect? Burns noted BLM funds Mono to participate in LAWG (Local Area Working Group) projects. Mono is committed, not want listing.

Stump complimented Bauer as part of positive comment letters. Process made it possible, she said. Hogan noted Bauer has 20 years in area. Bauer stated mitigation involved policies.

Compact development alternatives affect future land exchanges like Pine Glade? Not identified, bring up at RPACs. Burns stated compact looks at adjusting land use designations, more involved, contentious.

Bauer noted it would show higher potential development than proposed General Plan. Want benchmark to compare; no project alternative does that.

OPEN PUBLIC HEARING: No comments. **CLOSE PUBLIC HEARING.**

Truck traffic: US 395 and 6 are part of the National Truck Network and experience increasing truck traffic that can impact residential communities along these routes. According to Caltrans, narrow shoulders pose a concern, but not a hazard. Pursue changes in State legislation or other methods to provide for flexibility to set speed limits based on special local conditions and circumstances. Use self-weathering steel or similar finishes when feasible in transportation projects.

Stump commended Sugimura for complimentary agency comments on EIR.

MOTION: Adopt Resolution R15-09 making Responsible Agency findings under CEQA, and approving and adopting the Mitigation, Monitoring and Reporting Program and the 2015 Regional Transportation Plan; direct staff to make administrative edits and corrections as necessary; and direct staff to file the Notice of Determination. *(Hogan/Johnston. Ayes: 6-0.)*

B. PUBLIC HEARING – Regional Transportation Improvement Plan (RTIP): Gerry Le Francois noted carryover of ~ \$2 million. Town has two big-ticket items that might be voted on. 2016 starts July 1. Mono column potentially in jeopardy. STIP every two years. California Transportation Commission met last week, adopted allocation plan \$150 million; no money to allocate to projects. Le Francois will email final version. 3090: Locals can front money, State could approve or give back money. Outside money tied up in transportation, not want to lose. Preconstruction funding: Get closer to allocating. Local projects tend to suffer. If not in top echelon, no money to allocate.

Olancha/Cartago construction likely move back. Unfunded local projects back also.

Added half million for ESTA vehicles. Very little new programming. Ironic to accept/reject RTIP, but move stuff around. 57 other RTIPs exist.

Green noted original 2015-16 allocation was ~ \$600 million. Went down, leaving \$150 million short. Gas prices declining, so just getting worse. All projects are worthy, but if no money, no money. Instead of fighting over scraps, push projects and legislation to increase funding. Highest priority is ESTA. Olancha/Cartago could move back, Freeman Gulch 2 likely to move forward.

In danger of being moved into future? Le Francois recalled past RTIPs in this position. Mono should look at programming – not done this time. Local projects always second. Due to State tomorrow.

Green presented LTC priorities. Le Francois stated Mono and Town still should submit to show ready; State could defer allocation. Green attended once, articulated concerns. Wentworth hoped patience would be rewarded, but unlikely. Maybe start advocating. Green saw government kicking can down road five years. Looking at no-charge pilot program.

Johnston attended CSAC conference workshop on this. Gas tax needs to be raised now, not in 25 years. Pathetic, shameful not to address. Way behind eight ball.

Fesko wanted rural perspective; urged people to look at joining pilot program. Drive lots of miles, not use as much gas as urban (mile lanes used). Get voices heard. CA road charge pilot program. Any type of road charge would be 10 years out. Do something that's indexed. Johnston noted all studies have shown way behind, but legislature two votes off.

OPEN PUBLIC HEARING: No comments. **CLOSE PUBLIC HEARING.**

MOTION: Adopt Resolution R15-10 approving the 2016 RTIP and allow staff to make any minor technical corrections. *(Johnston/Holler. Ayes: 6-0.)*

6. ADMINISTRATION

A. Amendment to OWP budget: Megan Mahaffey noted OWP adjustment. Funding to projects short on funding. Rollover and altering budgets to get through till May to reallocate funding.

MOTION: Adopt Amendment 01 to the Mono County OWP 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 authorize LTC executive director to sign adjusted Overall Work Program Agreement (OWPA) via minute order M15-05.
(Hogan/Holler. Ayes: 6-0.)

B. Collaborative Work Agreement (CWA) extension for scenic byway grant: Megan Mahaffey provided background. August 2010 scenic highway nomination funded with local match is set to expire next year. Dermody noted ultimate decision maker is CA Department of Finance.

Scott Burns did not expect quick response, so get reimbursed as much as possible. When it started, prompting by Town staff, financing mechanism. Pot of money if actually designated as scenic byway, but pot sent away. If money not come back, want more to show for efforts than plan on shelf. Have web presence, tool for visitors and policymakers. FUTURE AGENDA. Dermody advised giving money back if no project is proposed.

MOTION: Authorize LTC executive director to sign CWA requesting an extension to the unliquidated balance on the Highway 395 Corridor Management Plan. (Fesko/Wentworth. Ayes: 6-0.)

7. COMMISSIONER REPORTS: Reports deferred. Supervisor Alpers thanked Caltrans for installing second gate near Grant Lake.

8. TRANSIT

A. Eastern Sierra Transit Authority (ESTA): John Helm said countywide ridership was off charts. Mammoth up 15%, Reno up 22%, MMSA routes 150% in November. Thanksgiving weekend borderline out of control. All traveled to Main Lodge on one road, only Main was open. Challenges worked through, but many vehicles on one road. Situation where more buses wouldn't help – sitting on bus instead of waiting at bus stop. Normally, 25 min from Snowcreek to Main Lodge. Saturday morning took hour + 20 min.

Wrapping up vehicle damages; last bus returning tomorrow. Updating short-range transit plan; final draft in January. Good product going. Procurement finalized by Inyo LTC/Mono LTC, two good proposals. Multi-year performance audits, six-year report.

Mammoth Express transported eight riders today. Reno bus departure time changed, working well except in weather. Three times dispatched separate dedicated vehicle to run on time.

B. Yosemite Area Regional Transportation System (YARTS): Working on amended packet on Joint Powers Authority, bylaws and Authority Advisory Committee.

9. CALTRANS

A. Transportation Concept Report on SR 203: Dermody introduced Jad Andari. Johnston departed, so thanked for concept report and suggested segment 1 was ripe for uphill bike lane, a la Mono's efforts.

--- Commissioners Wentworth & Johnston departed at 11:50 a.m. ---

Andari requested email comments on SR 203 by Jan. 30. Bring back later? Yes, to LTC in February.

B. Activities in Mono County: SR 108 truck restriction. Actual route needs little signs 1 mi apart all along regarding public hearing. Didn't happen, so rejected. Try again, notice as mentioned, 10-day public process. Snow on pass now, closed. Post/notice it in spring. Fesko was disappointed lawyers got involved.

10. INFORMATIONAL: Inyo County hired two county counsel staff (Marshall Rudolph and John Vallejo). Stacey Simon designated acting county counsel. County counsel office authorized to look at outside contracting. Downside is higher demand on services; requested patience with legal services.

11. UPCOMING AGENDA ITEMS: 1) Feedback on RTIP submittal. If no urgent items, move to February. Elect new chair in February, Town's turn at chair position.

12. ADJOURN at 11:58 a.m. to Jan. 11, 2016, only if pressing items. Stump thanked LTC, Caltrans for honest input, give and take.

Prepared by CD Ritter, LTC secretary

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Staff Report

February 8, 2016

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, fiscal analyst
Scott Burns, executive director

SUBJECT: 2016-17 Overall Work Program (OWP) schedule of adoption

RECOMMENDATION

Provide direction to staff on current OWP and any requested changes to 2016-2017 draft

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2016-17 draft will be prepared by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and contains work elements that are projected to be active from July 1, 2016, to June 30, 2017. Meetings on the 2016-17 OWP began in December 2015 and will continue until final draft is adopted in May and approved by District 9. Projects slated for completion this year include: Regional Transportation Plan, Mammoth Lakes Stormwater Management Plan, Mammoth Lakes Mobility Element, Community Traffic Calming, and Complete Streets Design Standards.

Timeline:

- March 1: latest date to submit draft OWP to district
- May 29: Adopted OWP due to Caltrans District 9
- June 30: Final approved and adopted OWP and fully executed OWPA due to Office of Regional & Interagency Planning (ORIP).

ATTACHMENT

- Table of contents Mono County Overall Work Program 2015-2016

TABLE OF CONTENTS

Introduction	4
Transportation Goals and Issues	4
Public Participation	5
Tribal Consultation	5
Organization of the Mono County LTC	5
Planning Emphasis Areas under MAP-21	6
Work Elements 100 – Administration	
Work Element 100-12-0 Overall Work Program Development and Approval	7
Work Element 101-12-0 Overall Work Program Administration	9
Work Element 103-12-0 Local Transportation Commission Staff Support	11
Work Elements 200 – Regional Transportation	
Work Element 200-12-0 Regional Transportation Plan	12
Work Element 201-12-1 Regional Trails	14
Work Elements 300 – Transit	
Work Element 300-12-0 Regional Transit Planning and Coordination	16
Work Element 302-12-4 ESTA Update of Inyo-Mono Counties Short-Range Transit Plan	18
Work Elements 500 – Mammoth Yosemite Airport	
Work Element 501-15-0 Airport Planning	19
Work Elements 600 – Community Oriented	
Work Element 600-12-0 Regional Transportation Grant Applications	20
Work Element 605-12-2 Mammoth Lakes Stormwater Management Master Plan	22
Work Element 607-13-2 Mammoth Lakes Mobility Element Completion Project	24
Work Element 611-14-2 Mammoth Lakes Mobility Element Adoption	25
Work Element 612 -15-0 Highway 395/6 Corridor Wi-Fi Plan	26
Work Element 614-15-2 Alternative Fueling Station Corridor Policy	28
Work Element 615-15-0 Active Transportation Program (ATP)	30
Work Element 616-15-0 Community Emergency Access Route Assessment	32
Work Element 617-15-0 Community Way-Finding Design Standards	34
Work Elements 700 – STIP Series Work Elements	
Work Element 700-12-0 Regional Project Study Reports	35
Work Element 701-12-1 Regional Transportation Improvement Program (RTIP) update	36
Work Elements 800 – Interregional	
Work Element 800-12-1 Interregional Transportation Planning	38

Work Element 803-13-1 Mammoth Lakes Air Quality monitoring and planning	39
Work Element 804-15-1 Community Traffic Calming and Complete Streets Design Standards	40
Work Elements 900 – Policy and Maintenance	
Work Element 900-12-0 Planning, Monitoring, and Traffic Management Issue Policy Creation	42
Work Element 902-12-2 Regional Transportation Data Collection Equipment	44
Work Element 903-12-1 Regional Pavement and Asset Management System	45
Work Element 908-14-1 Regional Maintenance MOU	47
Work Elements 1000 – Training	
Work Element 1000-12-0 Training and Development	48
Appendix A: RPA Budget Summary	49
Appendix B: PPM Budget Summary	50
Appendix C: List of Plans with dates for update	51

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Staff Report

February 8, 2016

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, fiscal analyst
SUBJECT: Mono County Local Transportation Commission Audit Report 2014-15

RECOMMENDATIONS

Receive and accept LTC audit report ending June 30, 2015

DISCUSSION

The 2014-15 was completed and submitted December 31, 2015. Mono County was found to be in compliance with the Statutes, Rules and Regulations of the California Transportation Development Act. As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, Fechter and Company performed tests of its compliance with certain provisions of laws as well as tests to determine that allocations made and expenditures paid were done so in accordance with allocation instructions of the Commission and in conformance with California Transportation Development Act. Specifically, tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County LTC were performed. The Mono County LTC has improved its financial management in the last year and made changes to follow previous year's audit recommendations. These changes will allow the annual audit to be a management tool for the Local Transportation Commission and Local Transportation Commission staff.

If you have any specific questions, call Megan Mahaffey, 760-924-1836.

FISCAL IMPLICATIONS

N/A

ATTACHMENTS

- Letter to Management
- Audit to be circulated at meeting



COUNTY OF MONO

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*Megan Mahaffey
Fiscal Analyst*

Staff Report

February 8, 2016

To: Mono County Local Transportation Commission
From: Megan Mahaffey, fiscal analyst
RE: **2016-17 Local Transportation Funds Allocation**

RECOMMENDED ACTION:

Local Transportation Funds for 2015-16 fiscal year.

DISCUSSION:

As per the Transportation Development Act, article 3 of the TDA Guidebook, each county auditor shall provide the transportation planning agency an estimate of the moneys to be available for apportionment and allocation during the ensuing fiscal year. The estimate from the Mono County Assistant Director of Finance is \$607,787.41 based on a 10-year rolling average. The allocation of LTF funds will come back to the commission in June with recommendations based on actual expenditures, revenues and projected rollovers.

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

ATTACHMENTS:

- 2016-17 Mono County Auditor Estimate



DEPARTMENT OF FINANCE COUNTY OF MONO

P.O. BOX 556, BRIDGEPORT, CALIFORNIA 93517
(760) 932-5490 • FAX (760) 932-5491

Gerald A. Frank
Assistant Finance Director
Treasurer-Tax Collector

Leslie L. Chapman, CPA
Finance Director

Stephanie M. Butters
Assistant Finance Director
Auditor-Controller

January 28, 2016

Mono County Local Transportation Commission
PO Box 8
Bridgeport, CA 93517

RE: California Code of Regulations Title 21, Chapter 3, Business, Transportation and
Housing Agency, Article 3, Section 6620

Assuming there will be no unallocated funds as of June 30, 2016, the monies available for allocation by the Local Transportation Commission during Fiscal Year 2016-2017 are estimated to be \$607,787.41.

Please contact me if you require any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephanie M. Butters".

Stephanie M. Butters
Assistant Director of Finance
Auditor-Controller

Cc: Scott Burns
Megan Mahaffey

LTF Allocations

267-00-000-17010

	<u>FY 06-07</u>	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	ROLLING		
												10 Year Average	% of total	Cum %
July	\$ 38,500.00	\$ 46,700.00	\$ 39,100.00	\$ 31,700.00	\$ 29,200.00	\$ 30,300.00	\$ 34,900.00	\$ 38,700.00	\$ 39,000.00	\$ 37,300.00	\$ 36,540.00	\$36,540	6.01%	6.01%
August	\$ 51,300.00	\$ 62,300.00	\$ 52,200.00	\$ 37,500.00	\$ 38,900.00	\$ 40,400.00	\$ 46,500.00	\$ 51,600.00	\$ 52,000.00	\$ 49,700.00	\$ 48,240.00	\$48,240	7.94%	13.95%
September	\$ 82,045.59	\$ 41,932.66	\$ 59,991.00	\$ 52,438.20	\$ 48,259.74	\$ 67,356.29	\$ 69,720.18	\$ 58,333.34	\$ 54,319.28	\$ 62,366.24	\$ 59,676.25	\$59,676	9.82%	23.77%
October	\$ 38,900.00	\$ 55,300.00	\$ 53,400.00	\$ 45,300.00	\$ 40,700.00	\$ 45,500.00	\$ 50,900.00	\$ 50,500.00	\$ 51,400.00	\$ 54,200.00	\$ 48,610.00	\$48,610	8.00%	31.77%
November	\$ 120,300.00	\$ 73,700.00	\$ 71,200.00	\$ 51,300.00	\$ 54,200.00	\$ 60,600.00	\$ 67,800.00	\$ 67,300.00	\$ 68,600.00	\$ 72,200.00	\$ 70,720.00	\$70,720	11.64%	43.40%
December	\$ 51,260.63	\$ 57,837.16	\$ 54,560.37	\$ 44,741.37	\$ 64,014.70	\$ 59,606.15	\$ 42,976.29	\$ 49,973.29	\$ 60,479.30	\$ 48,447.09	\$ 53,389.64	\$53,390	8.78%	52.19%
January	\$ 51,900.00	\$ 48,700.00	\$ 43,100.00	\$ 36,100.00	\$ 31,200.00	\$ 36,100.00	\$ 38,900.00	\$ 37,800.00	\$ 41,200.00	\$ 42,730.00	\$ 40,773.00	\$40,773	6.71%	58.89%
February	\$ 69,200.00	\$ 64,900.00	\$ 47,300.00	\$ 48,200.00	\$ 41,600.00	\$ 48,100.00	\$ 51,800.00	\$ 50,400.00	\$ 54,900.00	\$ 55,186.00	\$ 53,158.60	\$53,159	8.75%	67.64%
March	\$ 55,585.60	\$ 46,389.17	\$ 52,099.01	\$ 24,821.57	\$ 64,440.36	\$ 58,082.44	\$ 42,235.58	\$ 62,547.00	\$ 48,387.15	\$ 50,667.00	\$ 50,525.49	\$50,525	8.31%	75.95%
April	\$ 56,300.00	\$ 48,900.00	\$ 44,800.00	\$ 35,100.00	\$ 43,000.00	\$ 41,300.00	\$ 40,400.00	\$ 43,200.00	\$ 46,100.00	\$ 46,803.00	\$ 44,590.30	\$44,590	7.34%	83.29%
May	\$ 75,000.00	\$ 65,200.00	\$ 48,100.00	\$ 51,300.00	\$ 63,100.00	\$ 55,000.00	\$ 53,900.00	\$ 57,600.00	\$ 61,500.00	\$ 60,491.00	\$ 59,119.10	\$59,119	9.73%	93.02%
June	\$ 39,133.49	\$ 55,315.44	\$ 29,006.27	\$ 67,027.06	\$ 27,264.49	\$ 41,344.72	\$ 57,346.87	\$ 61,092.02	\$ 938.94	\$ 45,981.00	\$ 42,445.03	\$42,445	6.98%	100.00%
Total	\$ 729,425.31	\$ 667,174.43	\$ 594,856.65	\$ 525,528.20	\$ 545,879.29	\$ 583,689.60	\$ 597,378.92	\$ 629,045.65	\$ 578,824.67	\$ 626,071.33	\$ 607,787.41	\$607,787	100.00%	
<i>Estimates</i>	\$ 641,500.00	\$ 670,000.00	\$ 630,000.00	\$ 580,000.00	\$ 580,000.00	\$ 497,000.00	\$ 560,000.00	\$ 575,000.00	\$ 592,235.00	\$ 622,812.00	\$ 607,787.41			

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LTC Staff Report

TO: MONO COUNTY LOCAL TRANSPORTATION COMMISSION

DATE: February 8, 2016

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Revised 2016 Regional Transportation Improvement Program (RTIP)

RECOMMENDATIONS

Discuss possible reprogramming and adopt Resolution R16-02 approving the revised 2016 RTIP and allowing staff to make any minor technical corrections.

FISCAL IMPLICATIONS

The new fund estimate indicates the 2016 State Transportation Improvement Program (STIP) is under funded by \$750 million, requiring the California Transportation Commission (CTC) to reprogram and delete various projects. As Mono County's component of the STIP, the RTIP funds local and regional transportation projects in Mono County. The new fund estimate has a severe fiscal implication for the Mono County region, placing local projects previously programmed for funding at risk.

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 CTC.

RTP / RTIP CONSISTENCY

All RTIP/STIP projects are required to be consistent with the Regional Transportation Plan (RTP). The reprogramming of the 2016 RTIP is consistent with the 2015 RTP.

DISCUSSION

The State Transportation Improvement Program occurs every two years and is a new five-year funding cycle for transportation projects in Mono County. Unfortunately, transportation funding is in crisis mode. The revised 2016 STIP fund estimate has a deficit of approximately \$750 million. The California Transportation Commission (CTC) is requiring resubmittal of all RTIP with agency-suggested reduction targets. Mono County LTC (MCLTC) reduction or reprogramming target is approximately \$4 million.

Since MCLTC has an 18-year history of regional transportation projects via our numerous Memoranda of Understanding (MOU) with Kern Council of Governments and Inyo County Local Transportation Commission, we are recommending a regional approach to reduction or reprogramming. Between Mono, Inyo, and Kern the reprogramming or project deletion target is approximately \$29.3 million. We are proposing four MOU changes in order of priority:

- 1) Keep Freeman Gulch segment 1 construction moving forward;
- 2) Deprogram Freeman Gulch segment 2;
- 3) Keep the Olancho/Cartago archeology pre-mitigation moving forward; and

- 4) Delay (not deprogram) construction funding of Olancha/Cartago to a future STIP cycle.

In addition, staff has prioritized our local projects following the MOU's as:

- 5) Planning, Programming, and Monitoring funds;
- 6) TOML North Main Street (SR 203) sidewalk and safety improvements;
- 7) TOML West Minaret Road (SR 203) sidewalk and safety improvements;
- 8) MC Preventive Maintenance Program;
- 9) MC Airport Road rehabilitation;
- 10) ESTA bus replacements; and
- 11) TOML Meridian roundabout and signal relocation.

We are still getting information on how this might all work. It may change between now and Monday. Our main goal is to try to get one MOU project, Freeman Gulch segment 1, to construction and keep Olancha/Cartago moving forward.

On the local side, staff has recommended local priorities, but based on the CTC adopted allocation plan, local projects are low priority for state funding. Unfortunately, this is common when funding becomes an issue.

The revised RTIP is due Feb. 26. The south state hearing is March 17, and STIP adoption by the CTC is May 18-19. There are 57 other RTIPs and the Interregional Improvement Program (IIP) to take into consideration in order to close this \$750 million deficit. Staff and District 9 will be discussing the advantages and disadvantages with the Commission on Monday and the recommended revised RTIP may be subject to change. If you have questions before Monday's meeting, please contact Gerry Le Francois at glefrancois@mono.ca.gov or 760.924.1810.

ATTACHMENTS

- Resolution R16-02
- CTC letter to the legislature
- CTC allocation plan
- CTC STIP reduction targets
- MOU Reprogramming spreadsheet/regional targets
- Revised 2016 Regional Transportation Improvement Program

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
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PO Box 8
Bridgeport, CA 93517
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RESOLUTION R16-02

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION ADOPTING THE REVISED 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, prior projects have been developed in accordance with the guidelines established by the California Transportation Commission, a revised CTC negative fund estimate of approximately \$750 million, the Regional Transportation Plan; and input of Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

WHEREAS, reprogramming efforts take into account our 18-year history of MOU projects on the State Route 14/US 395 corridor with Inyo County LTC and Kern COG, and our desire to keep some of these MOU projects moving forward by regionally reprogramming and deleting more funding than requested by the CTC; and

WHEREAS, the projects identified in the 2016 Regional Transportation Improvement Program are consistent with the 2015 Regional Transportation Plan and 2016 STIP guidelines and revised fund estimate.

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

PASSED AND ADOPTED this 8th day of February 2016, by the following vote:

Ayes:
Noes:
Abstains:
Absent:

Fred Stump, Chair
Mono County Local Transportation Commission

Approved as to form:

Stacey Simon, Assistant County Counsel

ATTEST:

CD Ritter, Secretary

LUCETTA DUNN, Chair
 BOB ALVARADO, Vice Chair
 DARIUS ASSEMI
 YVONNE B. BURKE
 JAMES EARP
 JAMES C. GHIEMMETTI
 CARL GUARDINO
 FRAN INMAN
 CHRISTINE KEHOE
 JAMES MADAFFER
 JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
 ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
 SACRAMENTO, CA 95814
 P. O. BOX 942873
 SACRAMENTO, CA 94273-0001
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State Transportation Funding Crisis Continues to Worsen

January 27, 2016

Members, California State Legislature:

This letter is to inform you of recent actions by the California Transportation Commission (Commission) that will reduce funding for state transportation projects by three-quarters of a billion dollars over the next five years. On top of an already significant shortfall in funding for repairs to our existing system, the Commission recently approved a reduced estimate of \$754 million to the funds expected to be available over the five-year State Transportation Improvement Program (STIP) period. This means that in addition to no new projects for the upcoming STIP, programmed projects must be deleted or delayed. The effect of this reduction on the state's transportation system will be nothing short of catastrophic. Attached is a list of those projects that may be delayed or removed from the new STIP in each legislative district.

The Commission strongly urges legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Sincerely,

LUCETTA DUNN
 Chair

BOB ALVARADO
 Vice Chair

DARIUS ASSEMI
 Member

YVONNE B. BURKE
 Member

JAMES EARP
 Member

JAMES C. GHIEMMETTI
 Member

CARL GUARDINO
 Member

FRAN INMAN
 Member

CHRISTINE KEHOE
 Member

JAMES MADAFFER
 Member

JOSEPH TAVAGLIONE
 Member

Honorable Members of the California State Legislature

January 27, 2016

Page 2 of 2

c: Brian Kelly, Secretary, California State Transportation Agency
Malcolm Dougherty, Director, California Department of Transportation
Executive Directors, Metropolitan Planning Organizations
Executive Directors, Regional Transportation Planning Agencies
Matt Cate, Executive Director, California State Association of Counties
Chris McKenzie, Executive Director, League of California Cities

CALIFORNIA TRANSPORTATION COMMISSION
State Transportation Improvement Program (STIP)
Projects at Risk for STIP Deletion or Delay

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Alameda	rail	Daly City BART Station Intermodal Improvements	*	200	19	11
Alameda	84	East-West Connector in Fremont	*	12,000	20	10
Alameda/Contra Costa	680	Freeway Performance Initiative, Phase 2	*	4,000	20,27	10,15
Alameda/Contra Costa	rail	BART Station Modernization Program	*	16,726	15,16	7,9
Alameda/Santa Clara	rail	Oakland to San Jose Double Track, Segment 2A	*	7,000	18,20, 27,28	9,10,15
Alpine	loc	Hot Springs Creek Bridge Replacement		265	71	38
Alpine	loc	Hot Springs Road Reconstruction		340	71	38
Amador	88	Pine Grove Improvements	*	3,951	5	8
Butte	loc	Midway Bridges Across Butte Creek, Replacement	*	1,499	3	4
Butte	70	Passing Lanes, Cox-Palermo, Segment 2	*	3,000	3	4
Butte	70	Passing Lanes, Palermo-Ophir, Segment 1	*	22,400	3	4
Calaveras	4	Wagon Trail Expressway	*	5,235	5	8
Calaveras	4	Wagon Trail Expressway (Programmed in Alpine)		1,400	5	8
Colusa	loc	Citywide, Various Locations, Rehabilitation and Pedestrian Safety		700	3,4	4
Contra Costa	rail	Walnut Creek BART TOD Intermodal Project	*	5,300	16	7
Contra Costa	rail	Hercules Railroad Station Building	*	5,100	15	9
Contra Costa	80	Central Ave Interchange, Phase 2 (Local Road Realign.)	*	2,000	15	9
Contra Costa	loc	Kirker Pass Rd, North Bound Truck Climbing Lane	*	2,650	14	7
Contra Costa	680	Southbound HOV Gap Closure, N Main-Livorna Road	*	15,557	16	7
Contra Costa	80	San Pablo Dam Road Interchange, Phase 2	*	9,200	15	9
Contra Costa	680	Route 4 Interchange, Widen Route 4, Phase 3	*	36,610	14	7
El Dorado	50	W Placerville Interchanges, Ray Lawyer Dr Interchange, Phase 2	*	5,542	7	1
Fresno	41	Excelsior Expressway, Widen to 4 Lanes	*	2,142	31	14
Fresno	180	New freeway, Segment 3: Smith Ave-Frankwood Ave	*	49,400	23	8,14
Glenn	loc	Lassen Street, Sycamore-Wood St, Reconstruction		503	3	4
Glenn	loc	County Roads 306-200-305, Rehabilitation		1,050	3	4
Glenn	loc	Sixth Street, South City Limit-North City Limit, Rehab.		350	3	4
Glenn	loc	Tehama Street, UPRR-Woodward Ave, Reconstruct		750	3	4
Glenn	loc	Road M 1/2, Route 32-Bryant Street, Reconstruct		630	3	4
Humboldt	101	Eureka-Arcata Corridor Improvement		30,000	2	2
Humboldt	loc	Highland and Koster Rehabilitation		400	2	2
Humboldt	loc	Hawthorne, Felt & 14th Street Rehabilitation		400	2	2
Humboldt	101	Eureka-Arcata Corridor-Mitigation		3,000	2	2
Imperial	8	Imperial Avenue Interchange, Reconstruct	*	33,650	56	40
Inyo	395	Olancho-Cartago 4-Lane Expressway		88,500	26	8
Inyo	loc	Seibu Lane, Paiute Reservation-Schools, Bike Path		480	26	8
Inyo	395	Olancho-Cartago Archaeological Pre-Mitigation		5,000	26	8
Kern	58	Westside Parkway Connector	*	33,001	34	16
Kern	46	Widen to 4 Lanes, Segment 4A, Lost Hill Rd-East of I-5	*	4,100	32	16
Kern	14	Kern, Freeman Gulch Widening, Segment 1	*	31,088	34	16
Kern	14	Kern, Freeman Gulch Widening, Segment 2	*	7,610	34	16
Kings	198	12th Avenue Interchange, Hanford, Landscaping		1,376	32	14
Lake	29	Widen to 4 Lanes, Segment 2C	*	24,027	4	2
Lake	loc	Lakeport Blvd at S. Main St, Improve Intersection	*	194	4	2
Lake	loc	S. Main Street, Lakeport-Route 175, Widen, Bike Lane	*	4,369	4	2
Lake	loc	Soda Bay Road, Route 175-Manning Creek, Widen, Bike Lane		662	4	2
Lassen	loc	County Rehab B (Pumpkin Center, Ash Valley Roads)	*	1,950	1	1

County	Route	Project Title	Total		
			Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Lassen	loc	City Street Rehabilitation	1,846	1	1
Lassen	loc	City Street Rehabilitation	955	1	1
Lassen	loc	City Street Rehabilitation	956	1	1
Lassen	loc	City Street Rehabilitation	2,320	1	1
Lassen	loc	Beaver Creek Bridge #7C-82 (Hwy Bridge Program Match), Replace *	254	1	1
Lassen	loc	Center Road, Route 395-Johnstonville Road, Reconstruct	2,890	1	1
Lassen	loc	New Main Street-Johnstonville Road Connection	100	1	1
Lassen	loc	Skyline Road East/Extension, Phase 2	3,900	1	1
Los Angeles	gsep	Burbank Airport/Rail Station Pedestrian Grade Separation *	7,000	43	25
Los Angeles	rail	Light Rail Vehicles *	102,400	41,48,49, 51,53,54, 59,62,63, 64,70	22,24,25, 26,30,32, 33,35
Los Angeles	138	Widening Segment 6, 87th Street E-96th Street E *	13,700	36	21
Los Angeles	138	Widening Segment 13, 190th Street E-Route 18 *	41,900	36	21
Madera	99	Madera, Ave 12-Ave 17, Widen to 6 Lanes *	5,845	5	12
Madera	99	South of Madera, Ave 7-Ave 12, Widen to 6 Lanes *	3,000	5	12
Marin	loc	Parkade Area Circulation Improvements	255	10	2
Mariposa	loc	Silva Road, Post Miles 10-11.092, Rehabilitation	531	5	8
Mariposa	loc	Triangle Road, Post Miles 11.8-14.11, Rehabilitation	838	5	8
Mariposa	loc	Merced Falls Road, Post Miles 10.00-12.50, Rehab., Phase 1	912	5	8
Mariposa	loc	Ben Hur Road, Post Miles 15.00-18.50, Reconstruction	1,115	5	8
Mendocino	loc	Laytonville, Branscomb Road, Multi-Use Bridge	385	2	2
Mendocino	bus	Revenue Vehicle Replacements, Six (6) *	88	2	2
Mendocino	loc	Gobbi Street/Waugh Lane Intersection, Traffic Signal	532	2	2
Mendocino	loc	Low Gap Road/N. Bush Street Intersection, Roundabout	703	2	2
Mendocino	loc	Ukiah Downtown Streetscape Improvements, Phase 1	1,155	2	2
Mendocino	101	N. State St Interchange Improvements, Roundabout, Phase 1	468	2	2
Mendocino	1	(Main St) Bike & Pedestrian Access Improvements	1,485	2	2
Mendocino	101	Willits Bypass Relinquishment *	3,442	2	2
Mendocino	101	Sherwood Road-Geometric Upgrade *	3,500	2	2
Mendocino	loc	East Side Potter Valley Road, Rehabilitation, Phase 1 *	3,150	2	2
Merced	99	Livingston 6-Lane Widening, Northbound and Southbound *	2,070	21	12
Merced	99	Livingston 6-Lane Widening, Southbound	34,250	21	12
Modoc	loc	County Road 55, Route 395-County Road 247A, Rehab. *	75	1	1
Modoc	loc	Pedestrian Improvements Alturas Central Business District	942	1	1
Modoc	loc	Oak and Juniper Streets, From Route 299 to 19th Street, Rehab.	890	1	1
Modoc	loc	County Road 87, in Adin, Route 299-County Road 91, Rehab.	632	1	1
Modoc	loc	County Road 111, Route 139-County Road 108, Rehab.	687	1	1
Modoc	loc	Alturas, on East Street, Modoc Street-4th street, Rehab.	962	1	1
Modoc	loc	County Road 114, Route 139-County Road 101, Rehab.	407	1	1
Modoc	loc	County Road 272, Lassen-Modoc Co Line to Day Road, Rehab.	196	1	1
Mono	loc	Meridian Roundabout and Signal Relocation	2,610	5	8
Mono	203	(W Minaret Rd), Sidewalk & Safety	575	5	8
Mono	loc	Airport Road, Rehabilitation	1,273	5	8
Mono	loc	Countywide Preventive Maintenance Program	1,100	5	8
Monterey	rail	Capitol Corridor Extension - Kick Start *	18,856	29,30	12,17
Monterey	1	Operational Improvements, Carmel *	3,000	29,30	12,17
Monterey	rail	Coast Daylight/Caltrain Track Improvements *	300	29,30	12,17
Monterey	bus	Monterey Salinas Transit Buses	2,000	29,30	12,17
Monterey	loc	Imjin Road Widening to 4 Lanes *	1,650	29,30	12,17

County	Route	Project Title	*	Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Monterey	101	South County Frontage Roads	*	5,000	29,30	12,17
Monterey	68	Corral de Tierra Intersection	*	1,700	29,30	12,17
Monterey	156	4-Lane Expressway, Castroville-Prunedale	*	28,000	29,30	12,17
Napa	loc	Devlin Road & Vine Trail Extension	*	1,665	4	3
Napa	loc	Eucalyptus Drive Extension	*	1,154	4	3
Napa	loc	California Avenue Roundabouts	*	1,070	4	3
Napa	128	Petrified Forest Road Intersection Improvements	*	475	4	3
Napa	loc	Hopper Creek Pedestrian Path, Oak Circle-Mission		500	4	3
Napa	loc	Airport Boulevard Rehabilitation	*	1,332	4	3
Nevada	49	La Barr-McKnight Widening	*	3,000	1	4
Orange	rail	Passing Siding, Laguna Niguel-San Juan Capistrano	*	3,000	73	36
Orange	5	Widening, Segment 1, Route 73-Oso Parkway	*	78,949	73	36
Orange	5	HOV Lane Buffer Removal/Continuous Access, Route 57-Route 91	*	3,600	65,69	29,32,34
Orange	57	Lambert Road Interchange Improvements	*	22,100	55	29
Orange	405	Auxiliary Lane Southbound, University-Route 133	*	15,851	74	37
Orange	5	HOV Lanes, Route 55-Route 57	*	36,262	69	34
Placer	rail	Sacramento-Roseville Track Improvements	*	3,000	6	1,4
Plumas	loc	Graeagle-Johnsonville Road Reconstruction		2,327	1	1
Plumas	loc	North Loop, Phase 1		2,581	1	1
Riverside	loc	CV Link, Palm Springs-Coachella, Multi-Use Path, Phase 1	*	2,000	42,56	28
Riverside	15	French Valley Parkway Interchange	*	41,545	75	28
Riverside	60	Truck Climb/Descend Lanes with Shoulders	*	31,555	42,61	23,31
Riverside	215	Southbound Connector (SHOPP)	*	8,975	67	24
Sacramento	loc	Grant Line Road, Waterman-Mosher, Widen, Signals	*	3,800	9	6
Sacramento	loc	ITS Master Plan, Phase 4 Implementation	*	2,312	9	6
Sacramento	loc	Green Valley Road, E. Natoma-Sophia, Widen, Bike	*	3,000	6,7	1
Sacramento	loc	Zinfandel Drive, Olson Dr-White Rock Rd, Improvements	*	700	8	4
Sacramento	loc	14th Avenue Extension, Power Inn-Florin Perkins	*	4,008	7	6
Sacramento	loc	Hazel Avenue, Sunset-Madison, Widen, Signals	*	7,000	6	1
Sacramento	loc	Old Town Florin Streetscape Improvements, Phase 2	*	3,328	9	6
Sacramento	5	HOV Lanes/Soundwalls, Route 50-Laguna Blvd, Phase 1	*	2,000	7,9	6
Sacramento	bus	39 CNG Replacement Buses, Spare Parts	*	18,500	7,8,9	1,4,6
Sacramento	loc	Laguna Creek Trail - North Camden Spur	*	500	8	6
Sacramento	51	Northbound Transition Lane, E Street-Elvas, Close E Street Onramp	*	900	7	6
Sacramento	51	Ramp Meters at Various Locations on Routes 51, 80, 99		11,500	7	6
San Benito	156	4-Lane Expressway, San Juan Bautista	*	38,881	30	12
San Bernardino	10	HOV Lanes Haven Avenue-Ford Street	*	39,745	31,35	20,23
San Bernardino	210	Highland Avenue-San Bernardino Avenue, Widen	*	25,000	40	23
San Bernardino	58	4-Lane Expressway, Kramer Junction, Phase 1	*	155,095	34	18
San Bernardino	215	Mt Vernon/Washington Street Interchange Improvement	*	38,523	47	20
San Bernardino	215	Barton Interchange Reconstruction	*	22,611	47	20
San Diego	rail	Del Mar Bluffs Stabilization	*	2,000	78	39
San Diego	5	Soundwalls, Manchester Avenue-Route 78	*	36,000	76	36
San Diego	5	HOV Extension, Manchester Avenue-Route 78	*	49,000	76	36
San Francisco	loc	Chinatown Broadway Complete Streets, Phase 4		1,910	17	11
San Joaquin	99	Turner Road Interchange Operational Improvements	*	3,061	9	5
San Joaquin	120	McKinley Avenue, New Interchange	*	12,300	12	5
San Joaquin	loc	Stockton Avenue, 2nd Street-Doak Blvd, Widen	*	1,000	12	5
San Joaquin	rail	Stockton to Escalon Double Track, Segment 4	*	23,000	12,13	5
San Luis Obispo	101/46	Interchange Improvements, Phase 3 Roundabouts	*	1,100	35	17
San Luis Obispo	46	Cholame, Convert to 4-Lane Expressway		55,200	35	17

County	Route	Project Title	*	Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
San Luis Obispo	46	Wye, Convert to 4-Lane Expressway	*	19,100	35	17
San Luis Obispo	101	Brisco Road Interchange Improvements/Auxiliary Lane	*	6,624	35	17
San Mateo	loc	Countywide ITS Improvements		4,298	19,22,24	11,13
San Mateo	1	Operational Improvements, Pacifica, Calera Parkway, Phase 1	*	6,900	22	13
San Mateo	loc	El Camino Real Grand Boulevard Initiative	*	1,991	19	13
San Mateo	92/82	Interchange Improvements	*	5,000	22	13
San Mateo	92	Route 101 Interchange Improvements	*	23,839	22	13
San Mateo	101	Willow Road Interchange Reconstruction, Phase 1	*	17,399	24	13
<i>Santa Barbara</i>	<i>rail</i>	<i>Siding Upgrade and Extension</i>	<i>*</i>	<i>12,450</i>	<i>37</i>	<i>19</i>
Santa Barbara	217	Fowler and Ekwil Streets Extensions	*	11,372	37	19
Santa Barbara	101	Carpenteria Creek-Sycamore Creek, Widen	*	15,890	37	19
Santa Barbara	246	East of Lompoc, Widen, Landscaping	*	390	37	19
Santa Clara	101	Adobe Creek Bike/Pedestrian Bridge	*	4,350	24	13
Santa Clara	rail	BART Extension, Berryessa - Santa Clara	*	14,672	25,27,28	10,15
Santa Clara	680	Soundwall, Capitol - Mueller		4,361	25,27	10,15
Santa Cruz	1	Harkins Slough Road Interchange	*	7,340	30	17
Santa Cruz	1	Freeway Service Patrol	*	150	29	17
Santa Cruz	1	Mar Vista Bike/Pedestrian Overcrossing	*	6,064	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 7	*	805	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 18	*	950	30	17
Santa Cruz	loc	Airport Boulevard Improvements	*	1,195	30	17
Santa Cruz	loc	Cassery Road Bridge Replacement	*	125	29,30	17
Santa Cruz	1/9	Intersection Modifications	*	1,329	29	17
Santa Cruz	1	41st-Soquel Auxiliary Lanes, Bike/Pedestrian Bridge	*	4,000	29	17
Shasta	loc	Browning Street, Canby Road-Churn Creek Road, Complete Street	*	275	1	1
Shasta	loc	Sacramento River Trail to Downtown, Multiple Street Pedestrian Improv.	*	400	1	1
Shasta	5	Redding-Anderson, Knighton-Churn Creek Overcrossing, 6-Lanes		12,122	1	1
Sierra	loc	Smithneck Creek Road Rehabilitation		500	1	1
Sierra	89	Truck Pull-Outs	*	750	1	1
Sierra	loc	Smithneck Creek Bike Path		500	1	1
Siskiyou	loc	South Oregon Street, Lawrence-4H Way		867	1	1
Siskiyou	loc	Oregon Street, Miner Street-North End, Rehabilitation		597	1	1
Siskiyou	loc	Lincoln Road, Union Avenue, Angel Valley Road, Rehab.		785	1	1
Siskiyou	loc	Rehabilitate 6th & Ridgeview		497	1	1
Siskiyou	loc	Vista Drive Rehabilitation		1,795	1	1
Siskiyou	loc	Ream Avenue Rehabilitation		242	1	1
Siskiyou	loc	South 9th Street Rehabilitation		340	1	1
Siskiyou	loc	Overlay & Rehabilitation of Various Streets		812	1	1
Siskiyou	loc	Big Springs Road Rehabilitation, Phase 1		2,700	1	1
<i>Siskiyou</i>	<i>loc</i>	<i>Dunsmuir Road Rehabilitation</i>		<i>188</i>	<i>1</i>	<i>1</i>
Siskiyou	loc	California Street Rehabilitation		130	1	1
Siskiyou	loc	Howell Avenue Rehabilitation		370	1	1
Siskiyou	loc	Matthews & Carlock Streets Pedestrian Improvements		376	1	1
Siskiyou	loc	Mount Shasta Boulevard Rehabilitation		184	1	1
Siskiyou	loc	Ager Road Rehabilitation		1,650	1	1
Solano	loc	Jepson Parkway, Leisure Town Road, Commerce-Orange		9,360	11	3
Stanislaus	132	4-Lane Expressway, Dakota Ave-Route 99, Phase 1A	*	9,641	21	12
Stanislaus	108	Widen McHenry Avenue, Route 108-McHenry Bridge	*	4,100	12	5
Stanislaus	99	Pelandale Avenue Interchange Reconstruction	*	4,336	12	5
Sutter	loc	Replace 5th Street Feather River Bridge, Improve Approaches	*	17,415	3	4
Tehama	loc	Kirkwood Road Bridge, Jewett Creek	*	265	3	4

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Tehama	loc	Baker Road at Brickyard Creek Bridge	*	130	3	4
Tehama	99	Los Molinos Enhancements, Phase 3		1,200	3	4
Tehama	loc	99W, Glenn County Line to City of Corning		3,055	3	4
Tehama	loc	99W, Gyle to South Main at I-5 Overcross		2,950	3	4
Tehama	99	Grant Street, Route 99-Baily Rd, Los Molinos Enhancements, Phase 3		1,200	3	4
Trinity	loc	Wildwood Road Reconstruction, Segment 1	*	60	2	4
Trinity	loc	Lewiston Road No. 202, Postmiles 4.8-5.84, Rehabilitation		400	2	4
Trinity	299	Weaverville, Route 299-Coffee Creek, Turnouts	*	850	2	4
Trinity	loc	Lewiston Road Bike/Pedestrian Lane	*	331	2	4
Tulare	65	Align Road 204, Route 65-Route 198, 4 Lanes	*	1,557	23	14,16
Tulare	99	Tulare, 6-lane Freeway, Prosperity Ave Interchange-Ave 200	*	4,000	23	16
Tulare	99	Tagus 6-Lane Southbound Widening		49,000	23	16
Tulare	99	Tagus 6-Lane Northbound Widening	*	10,250	23	16
Tuolumne	loc	Mono Way Operational Improvements	*	1,536	25	14
Tuolumne	108	Peaceful Oaks Road Interchange Ramps		8,311	25	14
Various	rail	Capitalized Maintenance (Capitol Corridor)		3,000		
Various	rail	Capitalized Maintenance (San Joaquin Corridor)		2,000		
Various	rail	Capitalized Maintenance (Surfliner)		2,000		
Various-MTC Region	80	Improved Bike/Ped Access to San Francisco Bay Bridge East Span	*	15,000	18	9
Ventura	rail	Seacliff Siding Upgrade and Extension		7,870	37	19
<i>Ventura</i>	<i>118</i>	<i>Widening, Los Angeles Avenue-Tapo Canyon Road</i>		<i>3,000</i>	<i>38,44</i>	<i>27</i>
<i>Ventura</i>	<i>101</i>	<i>HOV lanes, Moorpark Road to Route 33</i>		<i>14,000</i>	<i>37,44</i>	<i>19,27</i>
Yolo	loc	Village Pkwy Extension, Stonegate-Pioneer Bluff bridge	*	2,500	4,7	3,6
Yolo	loc	Mace Blvd Complete Street, Blue Oak-Cowell Blvd	*	1,912	4,7	3,6
Yolo	loc	Third Street Improvements, A Street -B Street	*	3,292	4,7	3,6
Yolo	loc	East Main Street Improvements, East St-Pioneer Ave	*	580	4,7	3,6
Yuba	loc	Olivehurst Avenue Roundabout at Powerline/Chesnut	*	717	3	4
<i>Yuba</i>	<i>loc</i>	<i>Powerline Road Safe Route to School, 9th-15th, Phase 2</i>	<i>*</i>	<i>500</i>	<i>3</i>	<i>4</i>
Total				2,004,014		

NOTES:

1. This list represents all STIP projects programmed in fiscal years 2016/17 through 2018/19 except Planning, Programming & Monitoring, and AB 3090 Reimbursement projects.
2. Projects in italics were proposed to be deleted from the STIP in the RTIPs and ITIP submitted to the Commission by December 15, 2015.
3. Route acronyms:
number = state highway
loc = local road
gsep = rail grade separation
rail = heavy or light rail project
bus = bus transit

* These projects leverage other funds.

Background Attachment:

The California Transportation Commission has a statutory responsibility to advise the Legislature on transportation policy matters. In our 2015 Annual Report, our primary recommendation to the Legislature was to approve additional funding to support the state's transportation program. This communication serves as a supplement to provide a clear and stark reminder of the magnitude of the program's funding shortfall and the urgent need to respond to this critical problem.

As stated previously, California faces a transportation funding crisis of significant and increasing proportions. We have underinvested in our transportation infrastructure for the past several decades and have failed to fund needed repairs to an aging and failing system that we rely on to move people and goods in this state. Further, we have little capacity to pay for necessary road, transit and rail improvements to meet the demands of a growing population and an expanding economy.

In his inaugural address last year, Governor Brown called attention to this problem and challenged the Legislature to respond. A number of bills were introduced in 2015 but little progress was made in moving this legislation. Over the summer, the Governor convened a special session for the purpose of resolving the issue, and, in late August, he proposed a plan of his own. The plan, subsequently incorporated into his 2016-17 budget proposal, includes new revenue and several reform measures sought by members of the Legislature. Over the fall, Legislative Leadership appointed a conference committee to consider solutions for addressing the funding shortfall.

Currently, there are two comprehensive bills pending in the Legislature (SB 1x1 by Senator Beall and AB 1591 by Assembly Member Frazier) along with the Governor's budget proposal. Each of these measures would provide more revenue and implement serious program reforms. The Governor and legislative authors are seeking a compromise for their proposals that can be supported by enough members to gain approval of a package that begins to address the state's crumbling transportation infrastructure.

While these proposals are appropriately focused on repairing our failing transportation facilities, the programmatic vehicle used to fund other state transportation projects is broken. The Commission previously advised you of the annual gas tax swap adjustment and how it affects the State Transportation Improvement Program (STIP, for short). The requirement for yearly adjustments created by the swap seriously exacerbates the funding picture by reducing transportation revenue at a time when we need to increase investment in our mobility system.

As the Commission considers the upcoming five-year STIP for 2016, the effect of this swap mechanism on a portion of the existing gas tax has been nothing short of catastrophic. As a result of reduced revenue due to the swap, a whopping \$876 million in 2015 alone, the 2016 Fund Estimate adopted by the CTC in August included virtually no money for new projects in the updated program. Now, the Department of Finance is estimating a further reduction in the excise tax for the coming year and that has prompted Caltrans to prepare a revised fund estimate reflecting the additional decline in revenue. The Commission adopted these revisions at its January meeting.

The revised estimate shows a negative programming capacity of more than \$750 million over the five-year STIP period. This means that in addition to no new projects for the upcoming STIP, existing projects already programmed must be deleted. To put this into context, the 2014 STIP included \$4.7 billion in programmed projects. The 2016 STIP will likely include only \$3.2 billion or less in programmed projects, and, in addition to deleting planned projects, it will be necessary to move many projects into the outer years of the five-year plan. The attached is a list of those projects that may be delayed or removed from the new STIP.

All three of the funding proposals before the Legislature include provisions to remedy the impact of the yearly swap adjustment on transportation funding, and the Commission supports any reform and revenue measure that will responsibly address the serious problems identified in this letter. We also recognize the difficult challenges facing the Legislature in coming to agreement on these issues and appreciate the efforts being expended by all parties to identify possible solutions to this enormous problem. While we will provide whatever assistance we can to support you in this task, we strongly urge legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Thank you for your urgent consideration of this important matter.

December 9-10, 2015
 Resolution G-15-25, Attachment 1

2015-16 STIP ALLOCATION PRIORITIES

STIP projects programmed in 2015-16 or extended into 2015-16 will be recommended for allocation based on criteria chosen to reflect statewide goals and policies, including Governor's executive orders. Agencies will receive allocations for projects on a first come, first served basis so long as additional capacity remains, using the following criteria, in priority order:

- AB 3090 cash reimbursements
- Planning, Programming and Monitoring
- Projects funded with both STIP and other competitively selected fund
- Projects at risk of losing federal funding if not allocated
- Project Allocations for:
 - Required mitigation projects for construction projects previously allocated
 - Safety projects on the state highway system (that cannot be funded by SHOPP)
 - Operational improvements on the state highway system
 - Capacity expansion intercity rail projects
 - Operational improvements on intercity rail system
 - Capacity expansion urban transit projects with intercity rail benefit or significant regional benefit
 - Operational improvements to transit with intercity rail benefit or significant regional benefit
 - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact, and that incorporate multiple corridor elements (rail, transit and/or active transportation)
 - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact
 - Local road rehabilitation and reconstruction
 - Operational improvements on local road and transit operational improvements
 - Active Transportation projects
 - Capacity expansion projects on state highways (other than those detailed above)
 - Capacity expansion local road projects and capacity expansion transit projects without intercity rail or significant regional benefit
 - Preconstruction funding for projects on the state highway system (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)
 - Preconstruction funding for projects on local roads (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)

STIP (RIP) Deletion Targets by County
 (\$'s x 1000)

County	Formula Deletion Target ¹	On-System RIP Shares ^{2,3}
Alameda	(\$19,565)	\$14,000
Alpine	(\$581)	\$1,400
Amador	(\$1,320)	\$3,951
Butte	(\$3,904)	\$12,700
Calaveras	(\$1,573)	\$5,235
Colusa	(\$1,045)	\$0
Contra Costa	(\$13,389)	\$26,757
Del Norte	(\$976)	\$0
El Dorado CTC	(\$2,738)	\$5,542
Fresno	(\$14,735)	\$49,400
Glenn	(\$1,094)	\$0
Humboldt	(\$3,934)	\$17,300
Imperial	(\$6,947)	\$33,650
Inyo	(\$5,407)	\$42,792
Kern	(\$19,863)	\$54,786
Kings	(\$2,915)	\$0
Lake	(\$1,709)	\$11,867
Lassen	(\$2,501)	\$0
Los Angeles	(\$118,325)	\$51,600
Madera	(\$2,712)	\$3,045
Marin	(\$3,659)	\$0
Mariposa	(\$1,023)	\$0
Mendocino	(\$3,674)	\$0
Merced	(\$4,838)	\$0
Modoc	(\$1,335)	\$0
Mono	(\$4,017)	\$14,742
Monterey	(\$6,964)	\$33,000
Napa	(\$2,409)	\$475
Nevada	(\$2,071)	\$3,000
Orange	(\$36,478)	\$156,762
Placer TPA	(\$4,967)	\$7,600
Plumas	(\$1,491)	\$0
Riverside	(\$32,254)	\$45,520
Sacramento	(\$18,533)	\$15,100
San Benito	(\$1,283)	\$9,639
San Bernardino	(\$37,083)	\$125,879
San Diego	(\$41,456)	\$85,000
San Francisco	(\$9,930)	\$0
San Joaquin	(\$10,045)	\$24,214
San Luis Obispo	(\$7,397)	\$7,724
San Mateo	(\$10,105)	\$49,310
Santa Barbara	(\$8,330)	\$2,037
Santa Clara	(\$23,243)	\$7,361
Santa Cruz	(\$4,003)	\$13,554
Shasta	(\$4,284)	\$12,122
Sierra	(\$708)	\$750
Siskiyou	(\$2,937)	\$0
Solano	(\$6,064)	\$0
Sonoma	(\$7,456)	\$0
Stanislaus	(\$7,431)	\$9,641
Sutter	(\$1,712)	\$0
Tahoe RPA	(\$909)	\$0
Tehama	(\$2,178)	\$2,400
Trinity	(\$1,544)	\$850
Tulare	(\$9,178)	\$15,470
Tuolumne	(\$1,707)	\$8,311
Ventura	(\$12,393)	\$17,000
Yolo	(\$3,579)	\$0
Yuba	(\$1,311)	\$0
	(\$565,216)	\$1,001,486

Statewide Regional (75%)	(\$565,216)
Interregional (25%)	(\$188,405)
TOTAL	(\$753,621)

¹. CTC provided Formula Deletion Targets are intended as a guide. In a perfect world this would be a county's exact fair share of the overall all \$754 deletion need.

². Illustrative from CTIPS. Values are approximate. Sum of on-system programming from FY 16/17 - FY 18/19.

³. Most regions also have RIP funds programmed to other modes off system. Decisions over what to delete, and possibly replace with local funds where available, is to be decided within each region.

Regional & Local Priorities	MONO Reprogrammed - 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	
1	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	
deprogram	Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch (RIP 30%), segment 2	3,258	0	0	975	2,283	0	0	0	0	4653	0	0	975	630	0	
3	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	
delay const to a future	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	
6	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	
7	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	
8	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	
9	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	
11	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 LTC	loc	2003	Planning, programming, and monitoring	160	160	130	130	175	180	180	0	0	0	795	0	0	0	0	
5) New	Mono LTC	loc	2003	Planning, programming, and monitoring	405	0	0	0	135	135	135	0	0	0	405	0	0	0	0	
Rail and Transit Project Proposals:																				
	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	400	0	200	200	0	0	0	0	0	0	400	0	0	0	0	
10) New	Mono LTC	bus	2566	Replacement buses, Eastern Sierra Transit Authority (ESTA)	620	0	0	0	0	0	305	315	0	0	620	0	0	0	0	
				new 2016 RTIP programming only	1,025															
				Less RTIP funds from Freeman segment 2 (\$925? + \$2283)	3,258															
				Delay const. on Olancha Cartago to a future STIP cycle (\$8040)	8,040															
				subtotal deprogramming (Freeman seg 2) /delay const (Olancha)	10,273															
				minus 2016 programming	1,025															
				STIP reprogramming target	4,017															
				Total reprogrammed share balance savings beyond target	5,231															
				STIP unprogrammed share balance	1,925															

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STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
 ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

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For Immediate Release

Today's Date: January 22, 2016
Contact: Will Kempton or Susan Bransen
Phone: (916) 654-4245

NEWS ADVISORY: STATE BODY SLASHES TRANSPORTATION FUNDING

Yesterday, the California Transportation Commission (Commission) approved a reduced estimate of projected funding available for the state's transportation program by \$754 million over the next five years. The Commission's action, which was undertaken after careful review of current and projected financial information from numerous sources, marks the largest scaling back of the state's transportation program since the creation of the current funding structure nearly 20 years ago.

"What this means is that almost every county in California that relies on this source of funding for projects that improve traffic and air quality will have to cut or delay projects indefinitely," stated CTC Chair Lucy Dunn. "The commission adopted the most optimistic scenario we could make in good conscience, in the hope agreement will be reached on a number of reforms and new funding increases currently under consideration by the Legislature. But failing that, I fear we will be faced with even more Draconian cuts next year."

The State Transportation Improvement Program is a key planning document for funding future state highway, intercity rail and transit improvements throughout California. The revisions approved by the Commission today are the result of anticipated additional reductions in a portion of the gasoline excise tax which is the major source of state funding for the program. Set at a level of 18 cents a gallon just a few years ago, the price-based portion of the gas tax dropped to 12 cents per gallon last year. The estimate approved by the Commission today projects that this revenue will fall another 2 cents a gallon for the coming fiscal year and that stabilization of this source may take longer than expected. Each penny reduction in the gas tax decreases revenue to fund state and local roads by about \$140 million per year.

The Commission is required by law to estimate the amount of funding expected to be available for the State Transportation Improvement Program which is updated every two years. In August of this past year, the Commission approved a funding estimate for the 2016 program based on previous revenue forecasts that eliminated the capacity to add any new projects to the program. More recent projections, however, point to a worsening financial picture and a significant drop in the dollars expected to be

available for projects in the 2016 plan. This will require the Commission to rescind funding previously committed to projects.

The action that the Commission is being forced to make given the shortfall in projected revenue will have a dramatic effect on transportation projects being proposed for construction across the state. Typically, transportation projects are funded from multiple sources. The total impact of the defunding of projects will likely run into the billions. This will have a very real impact beyond just meeting the transportation needs of Californians, as every \$1 billion in highway and transit investment supports 13,000 jobs, not to mention higher costs associated with project delays.

The Legislature is currently considering proposals to reform the transportation program and increase transportation revenue. The Governor has also presented a proposal for reforms and revenue. The action taken by the Commission today clearly underscores the urgent need for action and a solution to these problems.

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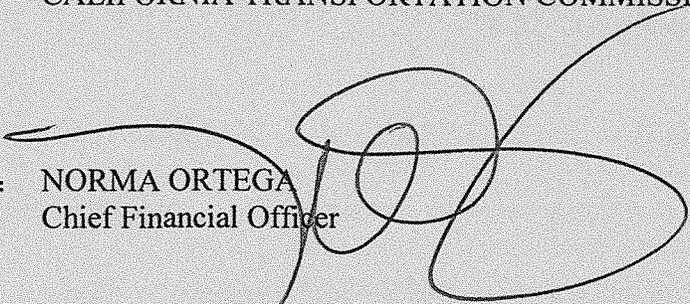
M e m o r a n d u m**TAB 19**

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 20-21, 2016

Reference No.: 4.18
Action Item

From: NORMA ORTEGA
Chief Financial Officer



Prepared by: Steven Keck, Chief
Division of Budgets

Subject: AMENDED 2016 STIP FUND ESTIMATE
RESOLUTION G-16-01 AMENDING RESOLUTION G-15-19

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution and adopt an Amended 2016 State Transportation Improvement Program (STIP) Fund Estimate.

ISSUE:

On August 27, 2015, the Commission adopted the 2016 STIP Fund Estimate. In response to recent gasoline prices, the Department of Finance has since reduced their 2016-17 Price-Based Excise Tax projections. The Department has worked with Commission staff to develop an updated Excise Tax revenue Assumption, which was presented to the Commission in Item 4.17 on the agenda. The 2016 STIP Fund Estimate has been amended to reflect this Assumption, and results in a decrease in total STIP capacity of \$801 million, when compared to the adopted 2016 STIP Fund Estimate. This decrease results in negative STIP capacity over the Fund Estimate period.

BACKGROUND:

The STIP Fund Estimate is a biennial estimate of all the resources available for the State's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and State Highway Operation and Protection Program. The STIP Fund Estimate is the basis for the programming levels included in both Programs, which in turn identify projects that will be delivered to utilize available funding.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION**Adoption of the Amended 2016 STIP Fund Estimate
Resolution G-16-01
Amending Resolution G-15-19**

- 1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on January 22, 2015, the Department presented an overview of the fund estimate process and schedule; and
- 1.3. WHEREAS, on May 28, 2015, the Department presented, and the Commission approved the 2016 Fund Estimate assumptions; and
- 1.4. WHEREAS, on June 25, 2015, the Department presented to the Commission the Draft 2016 Fund Estimate; and
- 1.5. WHEREAS, on July 23, 2015, the Commission held a workshop on the Proposed 2016 Fund Estimate to consider public comment, and indicated that the adoption of the 2016 Fund Estimate would be scheduled for August 27, 2015; and
- 1.6. WHEREAS, on August 27, 2015, the Department presented to the Commission an updated, Proposed 2016 Fund Estimate; and
- 1.7. WHEREAS, on August 27, 2015, the Commission resolved to adopt the 2016 Fund Estimate per Resolution G-15-19; and
- 1.8. WHEREAS, on January 20, 2016, the Department presented, and the Commission approved a revised revenue assumption for the 2016 Fund Estimate; and
- 1.9. WHEREAS, on January 20, 2016, the Department presented to the Commission an Amended 2016 Fund Estimate; and
- 1.10. WHEREAS, the Amended 2016 Fund Estimate identifies total STIP program capacity of approximately \$1.6 billion over the fund estimate period, which is a decrease of \$801 million in comparison to the 2016 Fund Estimate adopted on August 27, 2015.
- 2.1. NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the Amended 2016 STIP Fund Estimate, as presented by the

Department on January 20, 2016, with programming in the 2016 STIP to be based on the statutory funding identified; and

- 2.2 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the Amended 2016 Fund Estimate to each regional agency and county transportation commission.

REVISED 2016 STIP FUND ESTIMATE
Table 1 - Reconciliation to County and Interregional Shares
(\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2016 FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
Total 2016 STIP FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
2014 STIP Program ¹	\$86	\$83	\$129	\$118	\$0	\$0	\$330	\$416
Net PTA STIP Program	\$86	\$83	\$129	\$118	\$0	\$0	\$330	\$416
PTA Capacity for County Shares	(\$36)	(\$43)	(\$89)	(\$78)	\$40	\$40	(\$130)	(\$166)
Cumulative	(\$36)	(\$79)	(\$168)	(\$246)	(\$206)	(\$166)		
State Highway Account (SHA)								
2016 FE Non-PTA Target Capacity	\$328	\$200	\$225	\$275	\$320	\$355	\$1,375	\$1,703
Total 2016 STIP FE Non-PTA Capacity	\$328	\$200	\$225	\$275	\$320	\$355	\$1,375	\$1,703
2014 STIP Program - hwy ¹	\$451	\$685	\$539	\$550	\$0	\$0	\$1,774	\$2,225
2014 STIP Program - bike/ped ¹	\$16	\$30	\$14	\$5	\$0	\$0	\$48	\$65
Net Non-PTA STIP Program	\$468	\$715	\$553	\$554	\$0	\$0	\$1,822	\$2,290
Non-PTA Capacity for County Shares	(\$140)	(\$515)	(\$328)	(\$279)	\$320	\$355	(\$447)	(\$587)
Cumulative	(\$140)	(\$655)	(\$983)	(\$1,262)	(\$942)	(\$587)		
Total Capacity	(\$176)	(\$558)	(\$417)	(\$358)	\$360	\$395	(\$577)	(\$754)

Notes:

General note: Numbers may not add due to rounding.

¹ 2015 Orange Book

1/20/2016

**AMENDED 2016 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
(\$ millions)**

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,158							\$1,158
Fuel Excise Taxes (Base)	\$1,894	\$1,894	\$1,894	\$1,894	\$1,894	\$1,894	\$9,469	\$11,362
Fuel Excise Taxes (Price-Based)	1,393	1,260	1,437	1,614	1,777	1,947	8,035	9,428
Net Weight Fees	0	0	0	0	0	0	0	0
Miscellaneous Revenues	85	80	81	82	80	80	402	487
Transportation Loans	0	78	54	0	0	0	132	132
Net Transfers - Others	2	(236)	(213)	(160)	(160)	(160)	(928)	(926)
Expenditures - Other Agencies	(130)	(138)	(135)	(138)	(140)	(141)	(691)	(821)
Total State Resources	\$4,402	\$2,938	\$3,118	\$3,292	\$3,451	\$3,620	\$16,419	\$20,821
Obligation Authority (OA)	\$3,242	\$3,287	\$3,333	\$3,380	\$3,427	\$3,475	\$16,903	\$20,145
August Redistribution	147	147	147	147	147	147	735	882
Other Federal Resources	(177)	(177)	(177)	(177)	(177)	(177)	(884)	(1,061)
Total Federal Resources	\$3,212	\$3,257	\$3,303	\$3,350	\$3,397	\$3,445	\$16,753	\$19,965
TOTAL STATE & FED RESOURCES	\$7,614	\$6,195	\$6,421	\$6,642	\$6,849	\$7,065	\$33,172	\$40,787
COMMITMENTS								
STATE OPERATIONS	(\$978)	(\$1,005)	(\$1,032)	(\$1,059)	(\$1,087)	(\$1,116)	(\$5,299)	(\$6,278)
MAINTENANCE	(\$1,307)	(\$1,335)	(\$1,365)	(\$1,395)	(\$1,426)	(\$1,457)	(\$6,977)	(\$8,284)
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	(\$108)	(\$102)	(\$89)	(\$82)	(\$80)	(\$79)	(\$432)	(\$540)
State & Federal LA	(1,242)	(1,258)	(1,276)	(1,288)	(1,303)	(1,320)	(6,445)	(7,688)
TOTAL LA	(\$1,350)	(\$1,360)	(\$1,364)	(\$1,370)	(\$1,384)	(\$1,399)	(\$6,877)	(\$8,227)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	(\$602)	(\$564)	(\$264)	(\$105)	(\$59)	(\$30)	(\$1,022)	(\$1,624)
SHOPP Minor	(56)	(56)	(56)	(56)	(56)	(56)	(279)	(335)
Stormwater	(48)	(48)	(48)	(48)	(48)	(48)	(240)	(288)
TOTAL SHOPP COS	(\$705)	(\$668)	(\$368)	(\$209)	(\$163)	(\$134)	(\$1,541)	(\$2,247)
SHOPP CAPITAL OUTLAY								
Major capital	(\$1,665)	(\$135)	(\$52)	(\$15)	(\$6)	\$0	(\$208)	(\$1,873)
Minor capital	(86)	(77)	(68)	(68)	(68)	(68)	(350)	(435)
R/W Project Delivery	(49)	(43)	(28)	(17)	(10)	(8)	(106)	(155)
Unprogrammed R/W	(2)	(7)	(10)	(10)	(10)	(10)	(47)	(49)
GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	0	(46)	(57)
TOTAL SHOPP CAPITAL OUTLAY	(\$1,813)	(\$273)	(\$170)	(\$122)	(\$105)	(\$86)	(\$756)	(\$2,570)
TOTAL NON-STIP COMMITMENTS	(\$6,154)	(\$4,641)	(\$4,299)	(\$4,155)	(\$4,164)	(\$4,193)	(\$21,452)	(\$27,606)
STIP LA								
STIP Off-System	(\$35)	(\$30)	(\$25)	(\$10)	(\$1)	(\$1)	(\$67)	(\$102)
Oversight (Partnership)	(21)	(19)	(17)	(16)	(15)	(15)	(83)	(103)
TOTAL STIP LA	(\$56)	(\$49)	(\$42)	(\$26)	(\$17)	(\$16)	(\$150)	(\$205)
STIP COS	(\$181)	(\$99)	(\$69)	(\$30)	(\$17)	(\$12)	(\$227)	(\$408)
STIP CAPITAL OUTLAY								
STIP On-System	(\$536)	(\$387)	(\$192)	(\$74)	(\$15)	\$0	(\$668)	(\$1,204)
R/W Project Delivery	(86)	(83)	(23)	(21)	(15)	(12)	(154)	(240)
Unprogrammed R/W	(7)	(9)	(4)	(4)	(3)	(3)	(23)	(30)
TOTAL STIP CAPITAL OUTLAY	(\$629)	(\$479)	(\$219)	(\$99)	(\$33)	(\$15)	(\$845)	(\$1,474)
TOTAL STIP COMMITMENTS	(\$866)	(\$627)	(\$330)	(\$156)	(\$67)	(\$43)	(\$1,222)	(\$2,088)
TOTAL RESOURCES AVAILABLE	\$595	\$927	\$1,792	\$2,331	\$2,618	\$2,830	\$10,498	\$11,093
SHOPP TARGET CAPACITY	\$2,300	\$2,300	\$2,400	\$2,400	\$2,400	\$2,500	\$12,000	\$14,300
STIP TARGET CAPACITY	\$328	\$200	\$225	\$275	\$320	\$355	\$1,375	\$1,703

Note: Individual numbers may not add to total due to independent rounding.

RESOLUTION R16-03
A RESOLUTION OF THE LOCAL TRANSPORTATION COMMISSION URGING THE
STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE AND
LOCAL TRANSPORTATION INFRASTRUCTURE

WHEREAS, Governor Edmund G. Brown Jr. has called an extraordinary session to address the immense underfunding of California’s transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81% of streets and roads in California, and from the moment they open their front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the County of Mono has participated in efforts with the California State Association of Counties, League of California Cities, Rural Counties Task Force, and California’s Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network’s condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California’s local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the “at risk” category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventive maintenance if funding is not increased; and

WHEREAS, if funding remains at the current levels, in 10 years, 25% of local streets and roads in California will be in “failed” condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status-quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average “at risk” condition to an average “good” condition; and

WHEREAS, if additional funding is not secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in 10 years; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time that results in less air pollution from heavy equipment and less water pollution from site runoff; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the State's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties is needed; and

WHEREAS, the Mono County LTC has been working 18 years to improve the SR 14/US 395 corridor through numerous Memorandum of Understanding (MOU) projects with the Inyo County LTC, and Kern COG; and

WHEREAS, the MOU projects have benefitted all users on the SR 14/US 395 corridors, and the local agencies have paid for 60% of the cost on these projects to the State's cost of 40%; and

WHEREAS, this funding crisis has put these ongoing regional projects in jeopardy without urgent action from your Legislature.

NOW, THEREFORE, BE IT RESOLVED THAT THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street/road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, THAT MONO COUNTY LOCAL TRANSPORTATION COMMISSION strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads:

1. **Make a significant new investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon;
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing stormwater culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first;
3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities/counties, given the equally pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability;
4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes indexed to inflation, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles;

5. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects. While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions; and

6. Strong accountability requirements to protect the taxpayers' investment. Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.

PASSED AND ADOPTED this 8th day of February 2016, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

Fred Stump, Chair
Mono County Local Transportation Commission

Approved as to form:

Stacey Simon, Assistant County Counsel

ATTEST:

C.D. Ritter, Secretary

February 8, 2016

STAFF REPORT

Subject: Low-Carbon Transit Operations Program FY 2015-16 Funds

Initiated by: Jill Batchelder, Transit Analyst

BACKGROUND:

The Low-Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

This program will be administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

ANALYSIS/DISCUSSION:

Eastern Sierra Transit is requesting FY 2015-16 LCTOP funds from both the Inyo and Mono County LTCs to fund three projects: continued expansion of the Mammoth Express fixed-route service, fare reduction for multi-rides passes on the Mammoth Express route, and the expansion of the Lone Pine Express fixed-route service.

The expansion of the Mammoth Express route is a continuation from the prior year and would continue to provide an additional northbound run departing Bishop at 6:50am to permit passengers to arrive in Mammoth in time to work a Monday through Friday 8:00am to 5:00pm shift, and additional southbound run departing Mammoth at 7:00pm to permit passengers who work later shifts (beyond 5:00pm), or who wish to stay in Mammoth for the early evening hours

for shopping, dining or socializing, to travel back to the communities of Crowley Lake, Tom's Place or Bishop.

The second proposed project is for fare reduction on multi-ride 10-Punch passes on the Mammoth Express routes. The fare reduction on multi-ride 10-Punch passes would be available on all run on the Mammoth Express route including: the north-bound 6:50am, 7:30am, 1:00pm and 6:10pm between Bishop and Mammoth Lakes; south-bound 7:50am, 2:05pm, 5:15pm and 7:00pm between Mammoth Lakes and Bishop. The 10-Pass price between: Bishop and Mammoth Lakes would go from \$63 to \$30, Tom's Place to Mammoth Lakes would go from \$36 to \$18, and Crowley Lake to Mammoth Lakes would go from \$27 to \$15. This is ~50% reduction from the current multi-ride pass price. The reduction in the 10-Punch pass is anticipated to increase ridership by 25%.

The expansion of the Lone Pine Express fixed commuter route bus service will provide an additional northbound run departing Lone Pine mid-day. The additional mid-day run will permit passengers to spend a half day in Bishop for medical appointment, social services, shopping, and recreation opportunities when coordinated with the existing 6:30pm Lone Pine Express. This has been a request through on-board survey and public meetings. The expanded mid-day route will be coordinated with the 1:00pm departure of the Mammoth Express making and afternoon round trip travel between Lone Pine and Mammoth possible.

No areas within Inyo or Mono County are designated as a disadvantage community. Therefore, the goal for your region under this program is to reduce greenhouse gases.

FINANCIAL CONSIDERATIONS:

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$58,037. The 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year and should be divided between Inyo and Mono County projects with a 30%/70% split.

Mono County (99313)	\$ 14,234
Eastern Sierra Transit Authority (99314)	\$ 25,812
Inyo County (99313)	\$ 17,991
Total	\$ 58,037

Project costs:

Expansion of the Mammoth Express Route

- The operating cost for additional fixed-route service is \$30,389
- Expected fare revenue at 2.8 passenger trips per service our and an average fare of \$5.50 = \$6,545
- Required LCTOP funding \$23,812

Pass Fare Reduction on the Mammoth Express

- Current AVG Fare \$5.70
- Projected AVG Fare \$3.97
- Reduction from current AVG Fare -\$1.73
- Reduction in AVG Fare times projected ridership will result in \$9,510 reduction in fare revenue (-\$1.73 x 5,500 = \$9,510)
- LCTOP Revenue Needed \$9,510

Expansion of the Lone Pine Express Route

- The operating cost for additional fixed-route service is \$28,899
- Expected fare revenue at 2.5 passenger trips per service hour and an average fare of \$5.25 = \$4,184
- Required LCTOP funding \$24,715

RECOMMENDATION

It is recommended that the LTC approve Resolution R16-01 allocating \$58,037 of FY 2015-16 Low-Carbon Transit Operations Program (LCTOP) funds for the expansion of Mammoth Express fixed-route service, Pass Fare Reduction and the Expansion of the Lone Pine Express fixed-route service and authorize the Mono County LTC Executive Director and Eastern Sierra Transit Authority's Executive Director to complete and execute all documents for the Low-Carbon Transit Operations Program submittal, allocation requests, and required reporting.

RESOLUTION R16-01
AUTHORIZATION OF THE FY 2015-16 LOW-CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUNDS FOR THE EXPANSION OF MAMMOTH EXPRESS FIXED-ROUTE SERVICE, PASS FARE REDUCTION AND EXPANSION OF THE LONE PINE EXPRESS FIXED-ROUTE SERVICE AND AUTHORIZE THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION EXECUTIVE DIRECTOR AND THE EASTERN SIERRA TRANSIT AUTHORITY EXECUTIVE DIRECTOR TO EXECUTE ALL REQUIRED DOCUMENTS OF THE LCTOP PROGRAM AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Mono County Local Transportation Commission is an eligible project sponsor and may receive state funding from the Low-Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the Eastern Sierra Transit Authority is an eligible contributing project sponsor and may receive state funding from the Low-Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Mono County Local Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to the Eastern Sierra Transit Authority.

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission Executive Director and the Eastern Sierra Transit Authority Executive Director be authorized to execute all required documents of the FY 2015-16 LCTOP program and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED this 8th day of February 2016, by the following vote:

Ayes:
 Noes:
 Abstain:
 Absent:

 Fred Stump, Chair
 Mono County Local Transportation Commission

ATTEST:

CD Ritter, Secretary

**Low-Carbon Transit Operations Program (LCTOP)
AUTHORIZED AGENT**

AS THE _____ Chairperson _____
(Chief Executive Officer / Director / President / Secretary)

OF THE _____ Mono County Local Transportation Commission _____
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low-Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Scott Burns, Mono County Local Transportation Commission, Executive Director __OR
(Name and Title of Authorized Agent)

John Helm, Eastern Sierra Transit Authority, Executive Director _____ OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent)

(Print Name)

(Title)

(Signature)

Approved this 8th day of February 2016

Attachment: Board Resolution approving Authorized Agent

Low-Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: Mono County Local Transportation Commission

Agency Name: Eastern Sierra Transit Authority

Effective Date of this Document: February 8, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low-Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must: 1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; 2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; and 3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15 and November 15 each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at the Department’s discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY: _____

AUTHORIZING OFFICER, Title
Unit/Department/Agency



STAFF REPORT

Subject: Operating Statistics October - December 2015

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 211,994 passenger trips in Mono County between October 1 and December 31, 2015. The passenger trips per hour were 24.80, which is up compared to the 22.81 passengers per hour from the previous fiscal year.

Eastern Sierra Transit received \$55,377.75 in passenger fares during the second quarter of FY 2015-16. The average passenger fare was \$0.26. When the fixed routes within the town of Mammoth are excluded from the calculation, the average fare per trip was \$10.26 and the corresponding farebox ratio was 26.61%.

Farebox Comparison

Route	Oct - Dec 2015	Oct - Dec 2014	% Change
Mammoth Express	13.77%	16.54%	-2.77%
Walker DAR	6.87%	5.18%	1.69%
Bpt to G'Ville	14.34%	14.92%	-0.58%
Benton to Bishop	11.97%	27.48%	-15.50%
June Lake	76.86%	89.36%	-12.51%
Mammoth DAR	8.26%	8.53%	-0.28%
Reno	24.29%	21.14%	3.15%
Lancaster	26.40%	26.09%	0.32%

Ridership compared to the previous fiscal year was up with the current year having 32,469 more riders. The bulk of the gain was seen on MMSA routes. This is indicative of the high visitation rates in the Mammoth area.

Ridership Comparison

Route	Oct - Dec 2015	Oct - Dec 2014	Variance	% Change
Mammoth Express	895	665	230	34.59%
Walker DAR	586	430	156	36.28%
Bpt to G'Ville	103	117	-14	-11.97%
Benton to Bishop	82	256	-174	-67.97%
Gray	9,688	10,475	-787	-7.51%
Purple	24,406	23,549	857	3.64%
Trolley	34,245	34,840	-595	-1.71%
Meas U / Specials	3,462	1,094	2,368	216.45%
Mammoth DAR	851	775	76	9.81%
Reno	1,144	1,012	132	13.04%
Lancaster	1,008	1,175	-167	-14.21%
MMSA	134,795	104,249	30,546	29.30%
June Lake	729	888	-159	-17.91%

The efficiency standard used by Eastern Sierra Transit is the number of passenger trips provided per service hour. Many of the routes met or exceeded the standards set by the Short-Range Transit Plan (SRTP), including the Mammoth Express, Purple Trolley, Measure U, Lancaster and MMSA. The most rural areas of Walker and Benton continue to be below the standard. Additionally, Mammoth Dial-a-Ride, grey line and Reno fell short of the goal.

Passenger per Hour Comparison

Route	Oct - Dec 2015	Oct - Dec 2014	% Change	SRTP Standard
Mammoth Express	2.66	3.50	-23.99%	2.5 – 3.5
Walker DAR	1.56	1.17	33.58%	2.5 – 3.5
Bpt to G'Ville	1.49	1.70	-12.39%	2.5 – 3.5
Benton to Bishop	2.16	5.56	-61.21%	2.5 – 3.5
Gray	9.56	10.37	-7.81%	18 - 20
Purple	24.08	23.32	3.26%	18 - 20
Trolley	27.49	26.47	3.88%	18 - 20
Meas U / Specials	85.55	84.15	1.66%	2.5 – 3.5
Mammoth DAR	1.43	1.46	-1.96%	3.0 - 5.0
Reno	1.70	1.58	7.25%	2.5 – 3.5
Lancaster	2.51	2.74	-8.26%	2.5 – 3.5
MMSA	50.63	47.87	5.77%	18 - 20
June Lake	8.46	12.16	-30.42%	2.5 – 3.5

Route	Fares	Adults	Snr	Dis	W/C	Child	Free	Total Pax	Yd Hrs	Svc Hours	Yd Mi	SVC MILES	AVG FARE	REV / SVC MILE	PAX / SVC HR	MI / SVC HR	PAX / SVC MI	Farebox
MONO ROUTES																		
<i>OCT-DEC 2015</i>																		
Mammoth Express	\$5,261.00	718	77	31	2	33	34	895	429	336	14,237	13,810	5.88	.38	2.66	42.3	0.06	13.77%
Walker DAR	\$1,568.20	17	130	427	0	10	2	586	400	375	3,102	2,803	2.68	.56	1.56	8.3	0.21	6.87%
Bridgeport to G'Ville	\$786.00	19	84	0	0	0	0	103	82	69	2,119	1,431	7.63	.55	1.49	30.6	0.07	14.34%
Benton to Bishop	\$371.50	30	10	25	0	1	16	82	82	38	3,620	1,792	4.53	.21	2.16	95.3	0.05	11.97%
Gray	\$0.00	6,230	0	0	0	3,458	0	9,688	1,035	1,014	18,321	18,022	.00	.00	9.56	18.1	0.54	
Purple	\$0.00	18,374	0	0	0	6,032	0	24,406	1,037	1,014	12,177	11,816	.00	.00	24.08	12.0	2.07	
Trolley	\$0.00	30,382	0	1	0	3,862	0	34,245	1,310	1,246	18,753	17,970	.00	.00	27.49	15.1	1.91	
Meas U / Specials	\$0.00	3,141	0	0	0	321	0	3,462	44	40	547	505	.00	.00	85.55	13.5	6.86	
Mammoth DAR	\$2,159.00	491	94	131	2	38	95	851	605	594	2,769	2,502	2.54	.86	1.43	4.7	0.34	8.26%
June Lake	\$5,247.00	725	0	0	0	4	0	729	103	86	2,333	2,092	7.20	2.51	8.46	27.1	0.35	76.86%
Reno	\$23,977.80	810	190	92	5	44	3	1,144	745	674	29,343	28,358	20.96	.85	1.70	43.5	0.04	24.29%
Lancaster	\$16,007.25	681	156	99	7	34	31	1,008	448	401	19,122	18,868	15.88	.85	2.51	47.6	0.05	26.40%
MMSA	\$0.00	118,139	0	10	0	16,646	0	134,795	2,831	2,662	32,886	30,712	.00	.00	50.63	12.4	4.39	
Total	\$55,377.75	179,757	741	816	16	30,483	181	211,994	9,151	8,550	159,329	150,681	.26	.37	24.80	18.6	1.41	26.61%
<i>OCT-DEC 2014</i>																		
Mammoth Express	\$3,570.15	486	87	27	1	26	38	665	262	190	8,603	8,302	5.37	.43	3.50	45.3	0.08	16.54%
Walker DAR	\$1,158.60	41	53	275	0	61	0	430	392	368	2,514	2,019	2.69	.57	1.17	6.8	0.21	5.18%
Bridgeport to G'Ville	\$814.00	17	100	0	0	0	0	117	81	69	2,092	1,456	6.96	.56	1.70	30.4	0.08	14.92%
Benton to Bishop	\$1,032.25	120	17	39	0	5	75	256	100	46	3,855	1,923	4.03	.54	5.56	83.8	0.13	27.48%
Gray	\$0.00	6,115	0	0	0	4,360	0	10,475	1,032	1,010	18,946	18,640	.00	.00	10.37	18.8	0.56	
Purple	\$0.00	16,703	0	4	0	6,842	0	23,549	1,030	1,010	12,241	11,914	.00	.00	23.32	12.1	1.98	
Trolley	\$0.00	29,848	0	18	0	4,974	0	34,840	1,377	1,316	19,813	19,030	.00	.00	26.47	15.1	1.83	
Meas U / Specials	\$0.00	912	0	0	0	182	0	1,094	14	13	160	145	.00	.00	84.15	12.3	7.54	
Mammoth DAR	\$1,992.00	402	59	225	4	16	69	775	538	530	3,046	2,806	2.57	.71	1.46	5.7	0.28	8.53%
June Lake	\$5,170.50	887	0	0	0	1	0	888	87	73	2,265	2,038	5.82	2.54	12.16	31.0	0.44	89.36%
Reno	\$19,798.25	684	176	91	3	44	14	1,012	724	640	28,868	27,012	19.56	.73	1.58	45.1	0.04	21.14%
Lancaster	\$16,912.25	793	172	134	11	28	37	1,175	487	429	20,289	19,915	14.39	.85	2.74	47.3	0.06	26.09%
MMSA	\$0.00	90,831	0	34	0	13,384	0	104,249	2,293	2,178	28,817	27,149	.00	.00	47.87	13.2	3.84	
Total	\$50,448.00	147,839	664	847	19	29,923	233	179,525	8,417	7,872	151,509	142,349	.28	.35	22.81	19.2	1.26	21.86%



Transportation Concept Report

State Route 203

District 9

December 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
Office of System Planning

December 2015

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

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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

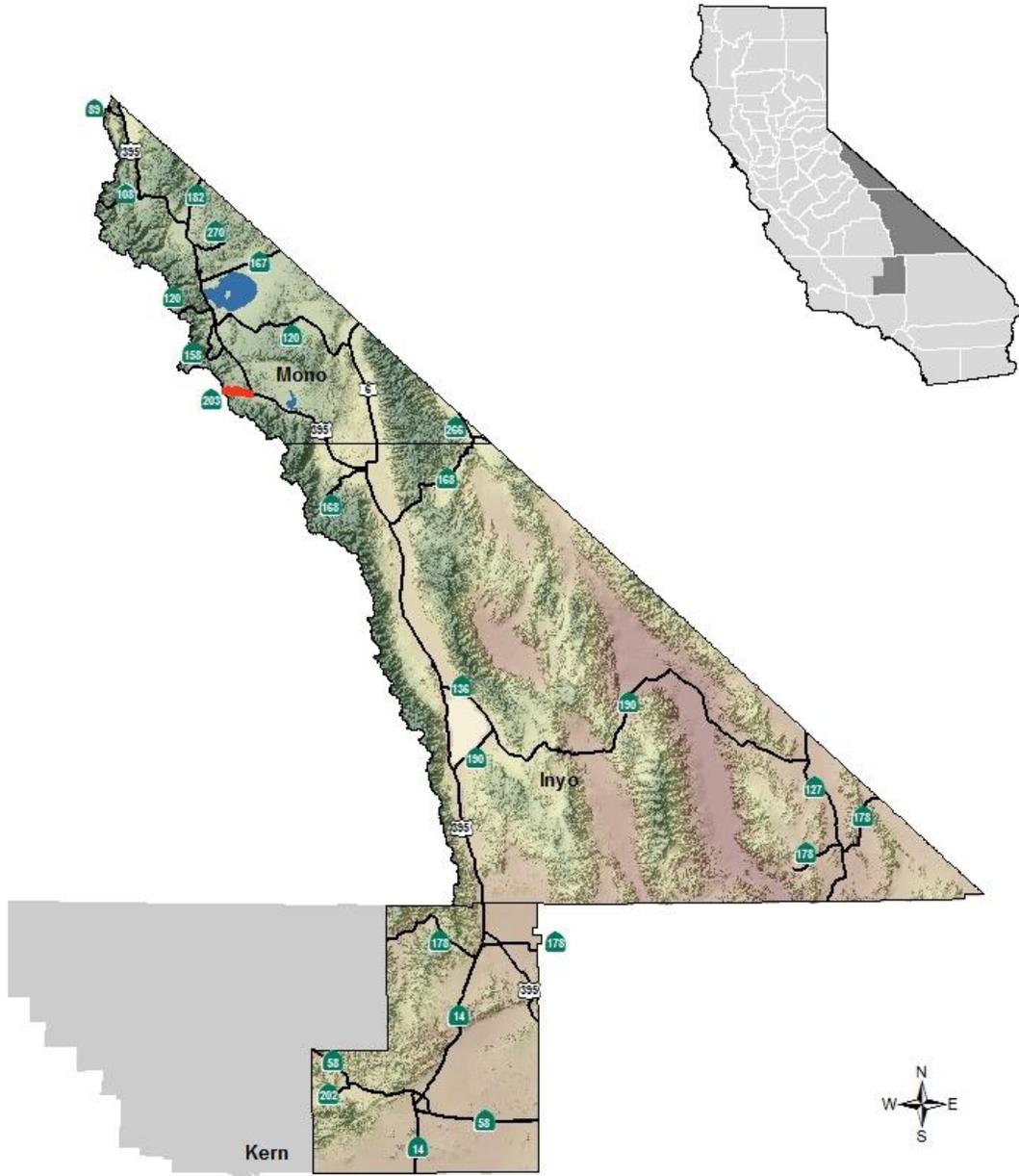


TABLE OF CONTENTS

ABOUT THE TRANSPORTATION CONCEPT REPORT	1
STAKEHOLDER PARTICIPATION	1
EXECUTIVE SUMMARY	2
CORRIDOR OVERVIEW	3
Route Segmentation	4
Route Description	5
Community Characteristics	6
Land Use.....	7
System Characteristics	7
Bicycle Facility	8
Pedestrian Facility.....	9
Transit Facility	11
Environmental Considerations.....	12
CORRIDOR PERFORMANCE	14
KEY CORRIDOR ISSUES	14
CORRIDOR CONCEPT	15
Concept Rationale.....	15
Planned and Programmed Projects and Strategies	15
Projects and Strategies to Achieve Concept	15
APPENDIX	17
Appendix A: Glossary of terms and Acronyms.....	17
Appendix B: Factsheets.....	23
Appendix C: Additional Corridor Data.....	35

ABOUT THE TRANSPORTATION CONCEPT REPORT

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

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

TCR Purpose

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

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 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 beginning at the Madera/Mono County line near the Mammoth Mountain ski area and descends 1,860 feet until it terminates .11 miles 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, travels through the Town of Mammoth Lake's municipal boundary. The first 4.8 miles of the route are locally signed as Minaret Road, which provides the street front for the Village at Mammoth Lakes, 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 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 the Mammoth Mountain Main Lodge which is a 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. Recent traffic data is analyzed throughout this document using 2013 as a base year (BY) and 2033 as a horizon year (HY) to project 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, TMS, Rumble Strips, Shoulder Widening
2	Winter closure sign, 110 feet west of Inyo National Forest Road 3527, also known as Substation Road, to the west intersection with Forest Trail.	2C	2C, Maintenance, TMS, Rumble Strips, Shoulder Widening
3	Forest Trail to the intersection with Lake Mary Road.	2C	2C, Maintenance, Construct Sidewalks
4	Lake Mary Road to Old Mammoth Road.	4C	4C, Maintenance, Construct Sidewalks
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 the TCR's 20 year scope of concern. Traffic volumes are not forecasted to increase far above current levels and increasing highway capacity is not needed.

Proposed Projects and Strategies

Future route improvements will focus on maintenance as well as basic operational enhancements. The primary concerns for segments 1 and 2 are regular maintenance, widening shoulders, installing rumble strips, improving water drainage and installing 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 segment 4 and require consistent maintenance.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

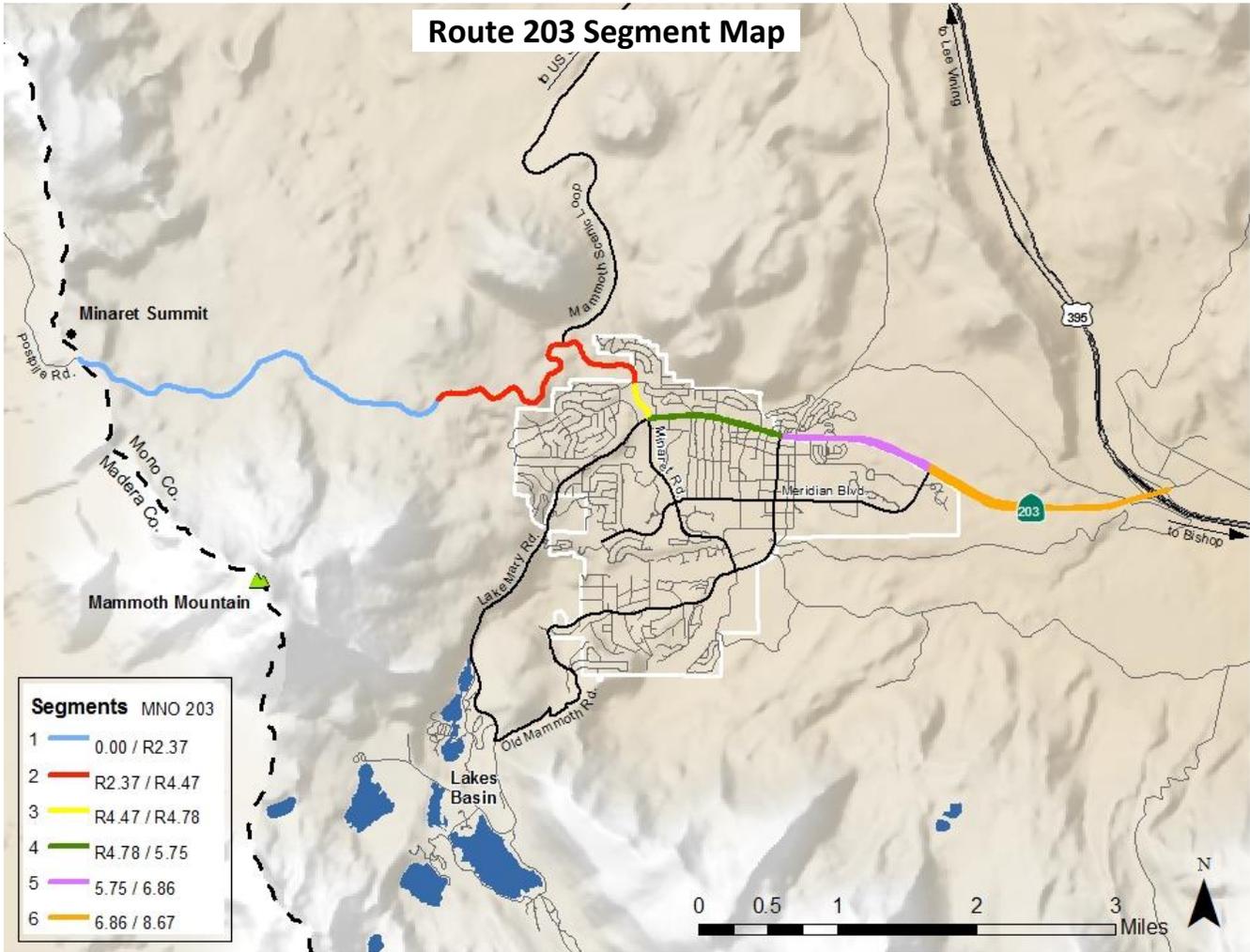
Seg #	Location Description Use same descriptions as above table.	County_Route_Beg. PM	County_Route_End PM
1	Madera/Mono County line to winter closure sign, 110 feet west of Substation Road	MNO_203_L0.00	MNO_203_R2.37
2	Winter closure sign, 110 feet west of Inyo National Forest Road 3527, also known as 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. The Village at Mammoth



2. Mammoth Lakes – Main Street & South Frontage Road



ROUTE DESCRIPTION

Route Location

SR 203 originates at the Madera/Mono County line three miles west of the Town of Mammoth Lakes. SR 203 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 adopted into the State Highway System by the California State Legislature in 1933. The long-term purpose of “Mammoth Pass Road” was to connect 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 because of the low traffic volumes, the cost to build and maintain this route far exceeded the benefit. The merging of the John Muir and Ansel Adams (formerly known as Minarets) Wilderness Areas in 1972 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 and Mammoth Mountain Resort. A two-lane county road, known as the Mammoth Scenic Loop, provides a secondary connection with US 395 from north of the Village at PM R3.80. SR 203 accommodates a large number of pedestrians, bicyclists and transit riders who would greatly benefit from Complete Streets improvements. The Town completed its General Bikeway Plan and a Main Street 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) serve as overcrossing to allow US 395 traffic to have uninterrupted travel and avoid conflicts from SR 203 traffic.



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 System – California Streets & Highways Code Section 250-257	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
Priority Interregional Facility	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	California Legal Advisory from PM L0.00 to R0.50 and from PM R0.50 to R8.67	California Legal Advisory				
Rural/Urban/Urbanized	Urban	Urban	Urban	Urban	Urban	Urban
Regional Transportation Planning Agency	Mono County LTC	Mono County LTC	Mono County LTC	Mono County LTC	Mono County LTC	Mono County LTC
Local Agency	Mono County, Town of Mammoth Lakes	Mono County, Town of Mammoth Lakes	Mono County, Town of Mammoth Lakes	Mono County, Town of Mammoth Lakes	Mono County, Town of Mammoth Lakes	Mono County, Town of Mammoth Lakes
Tribes	None	None	None	None	None	None
Air District	Great Basin Unified Air District	Great Basin Unified Air District	Great Basin Unified Air District	Great Basin Unified Air District	Great Basin Unified Air District	Great Basin Unified Air 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), 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, the 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 offering implementation and phasing strategies for long term development on Main Street with a Complete Streets focus.

Land Use by Segment:

Segment	Place Type
1	Protected Forest Lands
2	Protected Forest Lands
3	Urban Center
4	Close-in Corridor
5	Protected Forest Lands
6	Protected Forest 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), CCTV
TMS Elements (HY)	Road Weather Information System (RWIS), Close Circuit Television Camera (CCTV)	RWIS, CCTV	Signalized Intersections, Pedestrian Hybrid Beacon	Signalized Intersections, Pedestrian Hybrid Beacons, RWIS	Signalized Intersection	CMS, CCTV

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.

(Bicycle Facility Continued)

Segment	State Bicycle Facility										Parallel Bicycle Facility				
	Segment ID	Post Mile	Location Description	Bicycle Access	Facility Type	Outside Paved Shoulder	Facility Description	Distressed Shoulder	Role	Posted Speed	Parallel Facility	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
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 /Class II Bike Lane	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/ Recreation	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.

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	Pedestrian Beacon
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	Pedestrian Beacon
	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	Pedestrian Beacon
									Old Mammoth Rd.	Major Access	Pedestrian Beacon
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	Pedestrian Beacon	
								Old Mammoth Rd.	Major Access	Pedestrian Beacon	
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	R0.67 & 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	R0.67 & 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
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 non-forest lands or forest lands 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 contains 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 the area 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)	3,750	3,725	9,025	10,800	6,540	7,250
AADT (HY)	3,997	3,970	9,620	11,512	6,971	7,728
AADT: Growth Rate/Year	0.32%	0.32%	0.32%	0.32%	0.32%	0.32%
LOS Method	HCM	HCM	HCM	HCM	HCM	HCM
LOS (BY)	C	C	C	C	B	B
LOS (HY)	C	C	C	C	B	B
LOS Concept	C	C	C	C	C	C
VMT (BY)	11,437	7,822	2,797	10,476	7,259	13,122
VMT (HY)	12,190	8,337	2,982	11,166	7,737	13,988
Truck Traffic						
Total Average Annual Daily Truck Traffic (AADTT) (BY)	N/A	N/A	N/A	N/A	N/A	950
Total Average Annual Daily Truck Traffic (AADTT) (HY)	N/A	N/A	N/A	N/A	N/A	1,254
Total Trucks (% of AADT) (BY)	N/A	N/A	N/A	N/A	N/A	8%
Total Trucks (% of AADT) (HY)	N/A	N/A	N/A	N/A	N/A	8%
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	0.40
5+ Axle Trucks (as % of AADT) (HY)	N/A	N/A	N/A	N/A	N/A	0.40
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 currently providing less than ideal connectivity with the corridor's local transportation facilities for pedestrians and bicyclists. Enormous potential exists for implementing complete streets elements to allow these two segments to better function as 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

Caltrans and the Town of Mammoth Lakes will work together to provide multi-modal and complete streets opportunities as stated in Deputy Directive 64-R2 and Assembly Bill 1358. As such, Caltrans is working in partnership with the Town of Mammoth Lakes to define maintenance and financial responsibilities to ensure multi-modality on SR 203. Caltrans and the Town of Mammoth Lakes have discussed the possibility of relinquishing part or all of SR 203 to local control. Caltrans recommends that stakeholders consider relinquishment options as a possible concept for the SR 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. Traffic volumes are not forecasted to increase far above current levels and increasing highway capacity is not needed.

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	Install RWIS and CCTV	Various	Caltrans D-9	Operations	Long Term
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	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
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

Seg.	Description	Location	Source	Purpose	Implementation Phase
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
CNDDDB – California Natural Diversity Database
CO – Carbon Monoxide
EB – Eastbound
ESA – Endangered Species Act
ESTA – Eastern Sierra Transit Authority
GBUAPCD – Great Basin Unified Air Pollution Control District
HCM – Highway Capacity Manual
HY – Horizon Year
INF – Inyo National Forest
KPRA – Kingpin-to-rear-axle distance
L – (prefix to Post Mile) Realigned twice
LOS – Level of Service
LTC – Local Transportation Commission
N/A – Not Applicable
PM – Post Mile or Particulate Matter
R – (prefix to Post Mile) Realigned
R/W or ROW – Right of Way
RM – Resource Management
RTP – Regional Transportation Plan
SB – Southbound
Sig. – Signalized
SP – Specific Plan
SR – State Route
SSC – Species of Special Concern
STAA – Surface Transportation Assistance Act
STIP – State Transportation Improvement Program
SUP – Special Use Permit
TCR – Transportation Concept Report
Unsig. – Unsignalized
US – United States Highway
USFS – United States Forest Service
VMT – Vehicle Miles Traveled
WB – Westbound

YARTS – Yosemite Area Regional Transit System

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

Threatened Likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

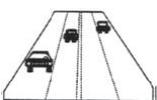
Minor Collector A Collector that is shorter in length, having a higher density of connecting driveways, lower speed limits and smaller intervals of spacing than Major Collectors. These roadways serve lower volumes of traffic.

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

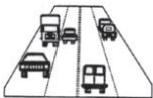
Horizon Year (HY) – The year that the future (20-25 years) data is based on.

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

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



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



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



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



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



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



LOS F 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.

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

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

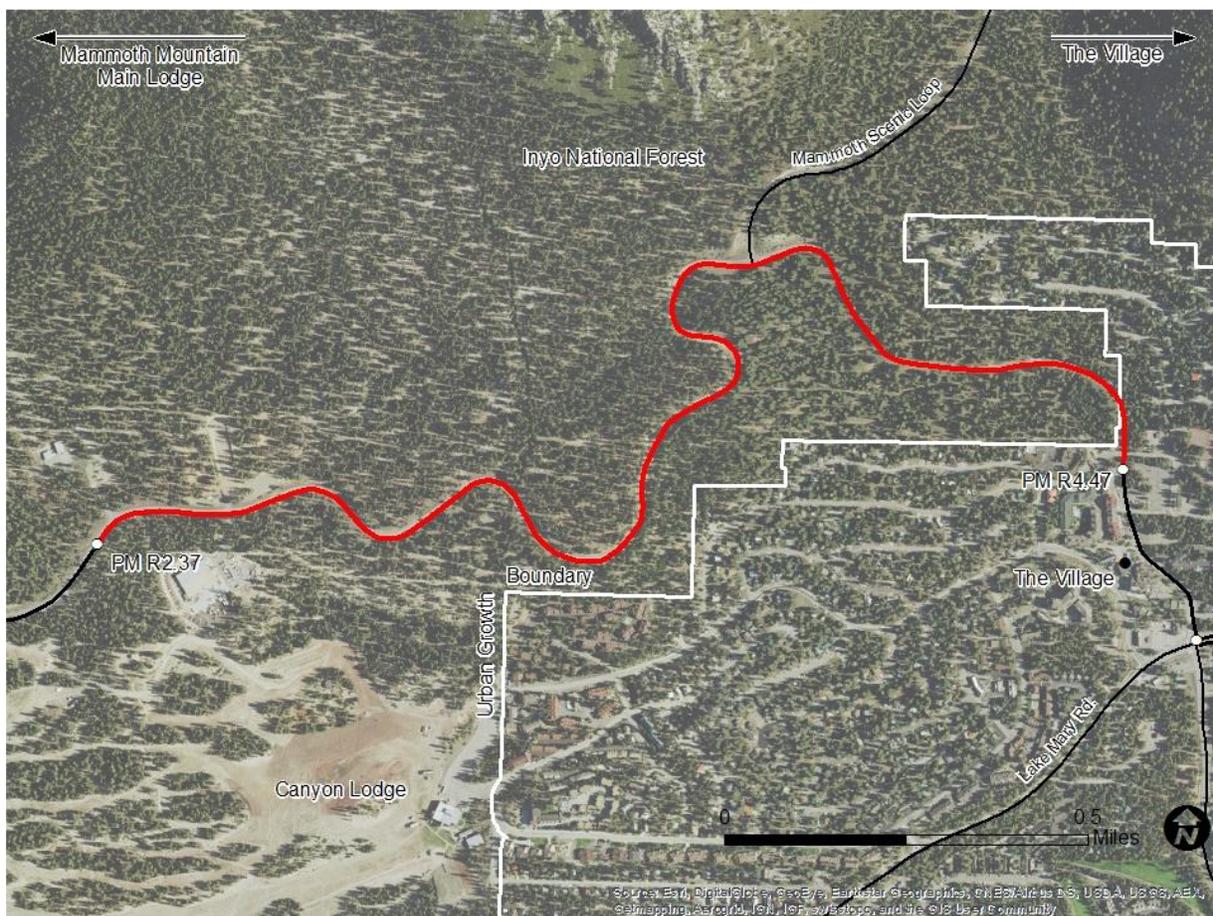
Environmental Considerations	Section 4(f)		Med	
	Farmland/ Timberland		Low	
	Air Quality	Ozone		Unclassified/ Attainment
		PM	2.5	Unclassified/ Attainment
			10	Unclassified/ Attainment
		CO		Unclassified/ Attainment
	Community Impacts		Med	
	Visual Aesthetics		Med	
	Cultural Resources		Low	
	Floodplain		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)	3,750
		AADT: Growth Rate/Year	0.32%
		LOS Method	HCM
		LOS (BY)	C
		LOS Concept	C
		VMT (BY)	11,437
	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		

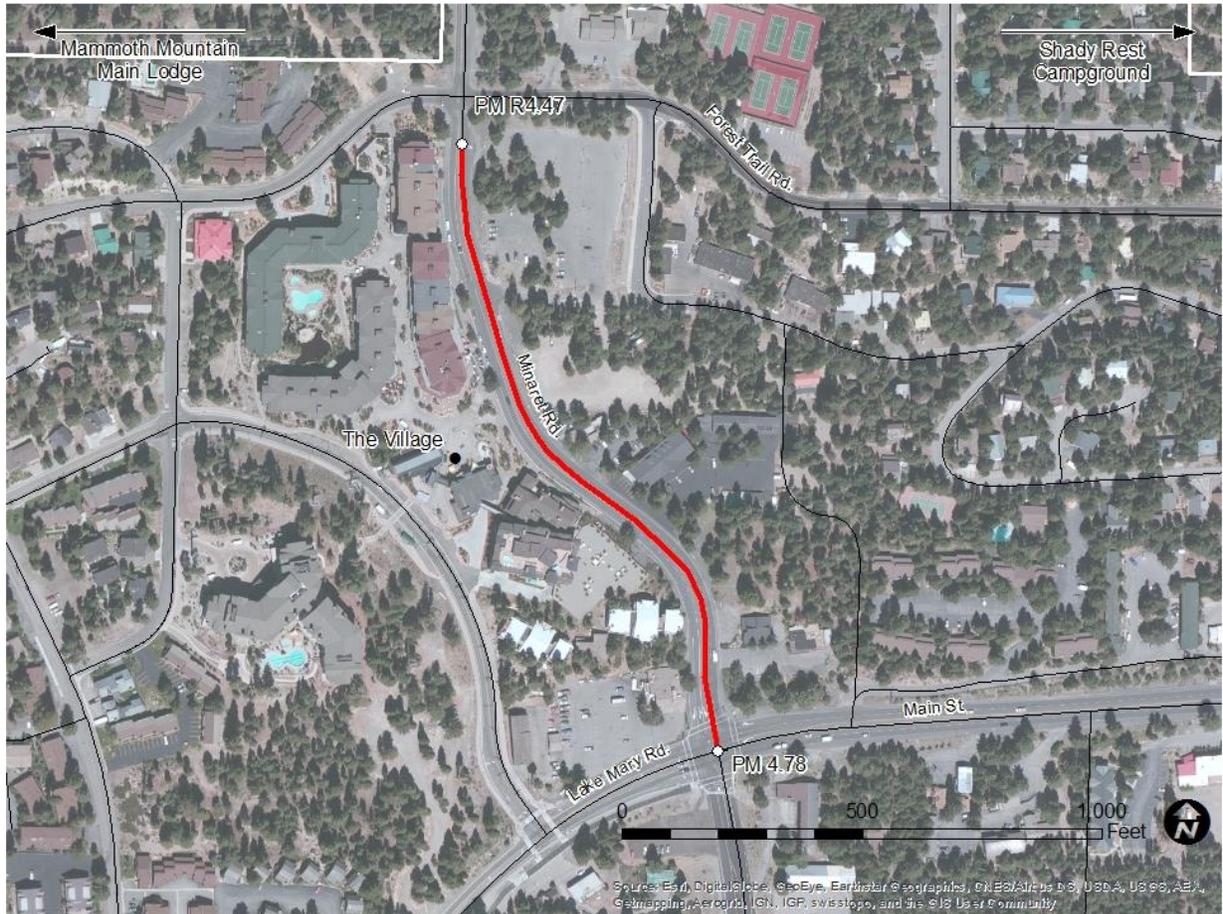
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	No

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)	3,725
		AADT: Growth Rate/Year	0.32%
		LOS Method	HCM
		LOS (BY)	C
		LOS Concept	C
	Truck Traffic	VMT (BY)	7,822
		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)	9,025
		AADT: Growth Rate/Year	0.32%
		LOS Method	HCM
		LOS (BY)	C
		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		

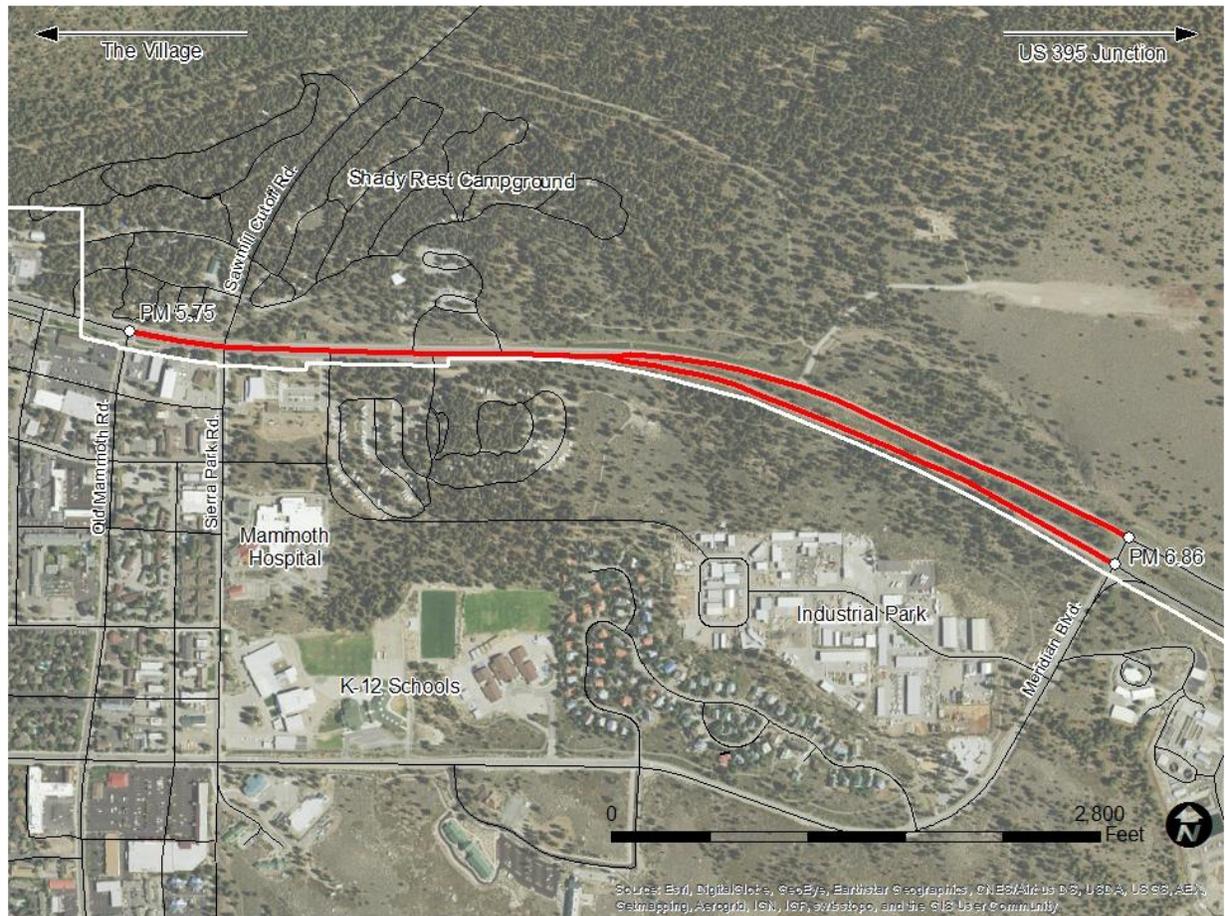
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	Yes

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)	10,800
		AADT: Growth Rate/Year	0.32%
		LOS Method	HCM
		LOS (BY)	C
		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)		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	

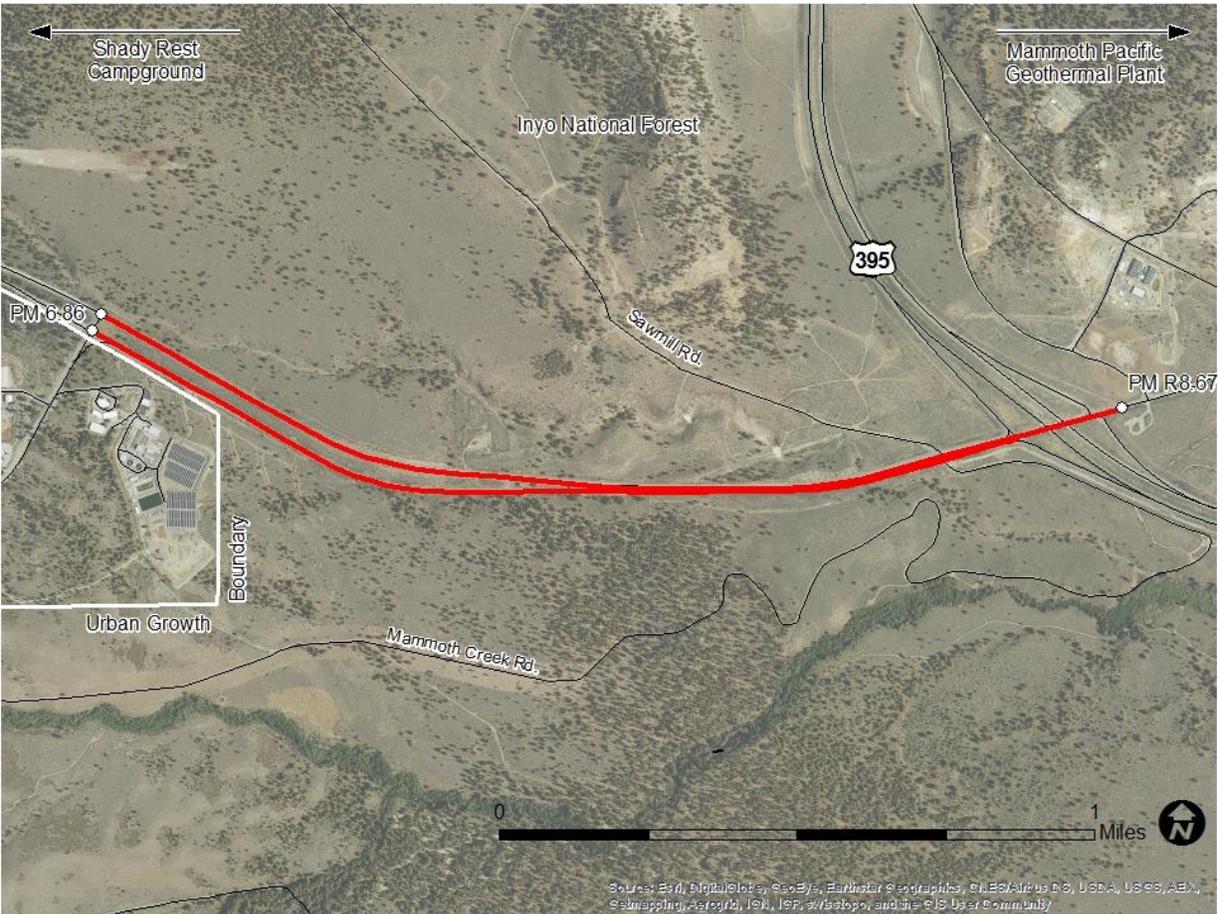
Ped.	Pedestrian Access Prohibited	No
	Sidewalk Present	Yes

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)	6,540
		AADT: Growth Rate/Year	0.32%
		LOS Method	HCM
		LOS (BY)	B
		LOS Concept	B
	Truck Traffic	VMT (BY)	7,259
		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)	7,250
		AADT: Growth Rate/Year	0.50%
		LOS Method	HCM
		LOS (BY)	B
		LOS Concept	B
	Truck Traffic	VMT (BY)	13,122
		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	

APPENDIX C RESOURCES

Bryant, W.A. (compiler), 2005, Digital Database of Quaternary and Younger Faults from the Fault Activity Map of California, version 2.0: California Geological Survey Web Page, <http://www.consrv.ca.gov/CGS/information/publications/QuaternaryFaults_ver2.htm> (12/18/13).

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

California Department of Fish and Wildlife, The Natural Resources Agency, Department of Fish and Game, Biogeographic Data Branch, California Department of Parks and Recreation, Office of Historic Preservation, California Historic Resources

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

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

Caltrans, District 9, GIS Data Library

Caltrans, District 9, Photolog, 2007

Caltrans, District 9, Planning Photo Library

Caltrans, District 9, Post Mile Log, 2007

Caltrans, District 9, R/W Record Maps

Caltrans, District 9, *State Route 203 Transportation Concept Report*, June 2007

Caltrans, Division of Maintenance GIS, Pavement Condition Survey

Caltrans, Division of Operations, Office of Traffic Engineering, Speed Zone Surveys

Caltrans, Division of Research, Innovation and System Information (DRISI), California Road System (CRS) Maps

Caltrans, Division of Transportation Planning

Caltrans Traffic Data Branch, 2013 AADT & 2013 AADTT

Caltrans, Traffic Accident Surveillance and Analysis System (TASAS)

Caltrans, Smart Mobility Framework, February 2010

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

Mammoth Mountain, <www.mammothmountain.com/winter/plan-a-vacation/area-transportation>

Mono County, Mono County Planning Department, *Mono County General Plan: Land Use Element*, 2009

Mono County, Mono County Local Transportation Commission, *Mono County Regional Transportation Plan*, February 11, 2008

National Academy of Sciences, Transportation Research Board, *Highway Capacity Manual 2010*

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

Town of Mammoth Lakes, *Main Street Plan*, February 2014

United States Census Bureau, American FactFinder, *S1902, S1701, B01003*

United States Department of the Interior, National Park Service, National Register of Historic Places

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

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

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

Mono County Local Transportation Commission

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

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

February 8, 2016

TO: Mono County Local Transportation Commission

FROM: Scott Burns, Director

RE: GREYHOUND INTERLINE SERVICE VIA YARTS

RECOMMENDATION

Authorize letter to Greyhound supporting interline service to Mono County via Yosemite Area Regional Transportation System (YARTS).

REGIONAL TRANSPORTATION PLAN CONSISTENCY

Expanding Greyhound transit service connections to Mono County is consistent with the Regional Transportation Plan.

DISCUSSION

At the January YARTS meeting, the new partnership with Greyhound to provide a single-ticket ride for passengers from the Greyhound system to Yosemite was reviewed. YARTS has recently concluded an agreement with Greyhound Lines to provide "intercity or interline service" to locations Greyhound does not serve, but YARTS does; most specifically Yosemite National Park and the communities along Hwy 140 (Merced and Mariposa) and Hwy 41 (Fresno and Madera) routes. Dick Wittington, YARTS Transit Manager, indicates the deal, just signed, is anticipated to go into effect very shortly as final issues are resolved (insurance, ticketing, etc.).

The Greyhound deal is similar to the contract between YARTS and Amtrak, where YARTS provides Amtrak Thruway Service to and from locations that Amtrak does not currently serve, but YARTS does. In the summer, the Amtrak Thruway service includes ticket sales to Mammoth Lakes and other Mono County destinations served by YARTS. Apparently, there is some resistance by Greyhound management to provide a similar service to Mono County destinations.

The attached letter attempts to persuade Greyhound to add routing for the summer to Mono County destinations presently served by YARTS.

ATTACHMENT

- Draft letter

Mono County Local Transportation Commission

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

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

February 8, 2016

Stephen Abernathy
Senior Manager, Intermodal Alliances
Greyhound Lines
6008 60th SE
Lacey, WA 98513

Dear Mr. Abernathy:

The purpose of this letter is to commend Greyhound Lines for recently entering an “interline” agreement with the Yosemite Area Regional Transportation System (YARTS), and to urge the inclusion of ticket sales to Mammoth Lakes and other Mono County destinations that are served by YARTS. As a partner agency of YARTS, we understand that Greyhound enters such partnerships to provide access to national parks and gateway communities. The summer service of YARTS provides connections between Yosemite and the Mono County gateway communities of Mammoth Lakes, June Lake and Lee Vining, thereby also accessing the Mono Basin National Forest Scenic Area, the Devils Postpile National Monument, Mammoth Mountain, the Mammoth Lakes Basin and the June Lake Scenic Loop. These additional destinations complement the attraction of Yosemite, providing multiple-day visitation opportunities for travelers to the region. As an example, Mammoth Lakes itself accommodates over 1.5 million summer visitors each year.

The YARTS service to Mono County has experienced steady growth, with Highway 120 providing the only Yosemite National Park entry from Eastern California. Amtrak has been providing thruway service for several years, with ticket sales to Mammoth Lakes and other Mono County destinations. A similar service from Greyhound would enhance your customers’ experience and provide a more diverse offering to the Yosemite traveler.

Your favorable consideration of this request is appreciated. Please contact Scott Burns of our staff at 760.924.1807 if you have questions concerning this matter.

Sincerely,

Fred Stump
Chair



← **WIDENING
PROJECT** →

PHASE ONE

OPEN HOUSE

The San Bernardino Associated Governments and Caltrans invite you to join us to learn more about the proposed improvements along US 395, from SR-18 to Chamberlaine Way.

WHEN:

Thursday, February 11, 2016

5:00 p.m. - 7:00 p.m.

WHERE:

High Desert Mavericks Conference Center

12000 Stadium Way

Adelanto, CA 92301

INFORMATION:

Phone: (909) 884-8276

Email: info@sanbag.ca.gov





WIDENING
PROJECT

PRIMERA FASE

REUNIÓN PARA INFORMAR AL PÚBLICO

San Bernardino Associated Governments y Caltrans los invitan a la reunión para informarle al público de la primera fase del proyecto de la US 395, que va desde la SR-18 hasta Chamberlaine Way.

CUANDO:

Jueves, 11 de Febrero de 2016
5:00 p.m. - 7:00 p.m.

DONDE:

High Desert Mavericks Conference Center
12000 Stadium Way
Adelanto, CA 92301

INFORMACIÓN:

Teléfono: (909) 884-8276
Correo Electrónico: info@sanbag.ca.gov



INVITATION: Regional Transportation Safety Summits

93



Summits:

FRESNO, CA

Tuesday, February 23, 2016

8:30 am - 12:30 pm

Tribal Q&A - 12:30 pm to 1:30 pm

Fresno Council of Governments

2035 Tulare Street, Suite 201

Fresno, CA 93721

LOS ANGELES, CA

Wednesday, February 24, 2016

8:30 am - 12:30 pm

Tribal Q&A - 12:30 pm to 1:30 pm

Southern California Association of Governments

818 West 7th Street, 12th Floor

Los Angeles, CA 90017

SAN DIEGO, CA

Thursday, February 25, 2016

8:30 am - 12:30 pm

Tribal Q&A - 12:30 pm to 1:30 pm

Caltrans District 11

4050 Taylor Street

San Diego, CA 92110

REDDING, CA

Tuesday, April 5, 2016

8:30 am - 12:30 pm

Tribal Q&A - 12:30 pm to 1:30 pm

The McConnell Foundation

Lema Ranch

800 Shasta View Drive

Redding, CA 96003

SACRAMENTO, CA

Thursday, April 7, 2016

8:30 am - 12:30 pm

Tribal Q&A - 12:30 pm to 1:30 pm

California Highway Patrol

Headquarters

Building B Training Rooms

601 North 7th Street

Sacramento, CA 95811

OAKLAND, CA

Friday, April 8, 2016

8:30 am - 12:30 pm

Tribal Q&A - 12:30 pm to 1:30 pm

Alameda County Transportation

Commission

1111 Broadway, Suite 800

Oakland, CA 94607

Participate in regional safety summits to:

- ▶ Learn about the newly updated California Strategic Highway Safety Plan
- ▶ Learn about the top traffic safety problems in your region
- ▶ Learn about safety activities underway in your region
- ▶ Participate in workgroup discussions about priority safety strategies and actions for your region
- ▶ Find out about funding sources for safety planning, infrastructure and non-infrastructure projects
- ▶ Learn about new safety resources
- ▶ Network with other safety professionals
- ▶ Provide input on safety needs

To REGISTER, visit:

<http://goo.gl/forms/x01W0UAv9y>

Link to Agenda and Events Page:

<http://www.dot.ca.gov/hq/traffops/shsp/events.html>

Link to SHSP:

http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15_Update.pdf

For more information, contact:

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