

# Mono County Local Transportation Commission

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## AGENDA

January 9, 2017 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes  
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES:** Approve minutes of Oct. 3, Nov. 14, & Dec. 12, 2016 – **p. 1**
4. **INTRODUCTION OF JOHN PETERS, NEW LTC COMMISSIONER**
5. **COMMISSIONER REPORTS**
6. **ADMINISTRATION**
  - A. **Conflict of Interest review:** Consider and potentially approve updated conflict-of-interest code for Mono County Local Transportation Commission. Authorize transmittal of any approved code to the Mono County Board of Supervisors for review. Provide any desired direction to staff. (*Steve Kerins*) – **p. 13**
  - B. **Initial OWP (Overall Work Program) review** (*Megan Mahaffey*) – **p. 19**
  - C. **Rural Planning Assistance (RPA) 2015-16:** Approve adding unexpended funds to 2016-17 Overall Work Program (*Megan Mahaffey*) – **p. 20**
7. **LOCAL TRANSPORTATION**
  - A. Reds Meadow Road update (*Town staff*) – **p. 27**
  - B. Crestview rest area: LTC support letter – **p. 30**
8. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
  - B. Yosemite Area Regional Transportation System (YARTS)
9. **CALTRANS**
  - A. TCR (Transportation Concept Report) for SR 108 (*Mark Heckman*) – **p. 31**
  - B. Activities in Mono County & pertinent statewide information
10. **INFORMATIONAL:** No items
11. **UPCOMING AGENDA ITEMS:** Election of Chair (County) & Vice-Chair (Town); quarterly reports
12. **ADJOURN** to February 13, 2017

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

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

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## SPECIAL MEETING DRAFT MINUTES

October 3, 2016

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

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

**COUNTY STAFF:** Scott Burns, Garrett Higerd, Megan Mahaffey, CD Ritter

**TOWN STAFF:** None

**CALTRANS:** Ryan Dermody, Mark Heckman

**1. CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Vice-Chair Tim Fesko called the meeting to order by video at 9:07 a.m. and requested Commissioner Stump conduct meeting at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, Attendees recited pledge of allegiance to the flag.

**2. PUBLIC COMMENT:** None

### 3. MINUTES

**MOTION:** Approve minutes of August 8, 2016, as amended: Item 5 graph 8: "Need track mounts counts, video surveillance." Include minutes from June 13, 2016, on next agenda. (*Hogan/Johnston. Ayes: 5. Absent: Richardson.*)

**4. COMMISSIONER REPORTS:** **Fesko:** Caltrans contractors/subcontractors doing great job on culverts, cuts/grinds through canyon. **Wentworth:** Council considering two efforts: 1) revitalizing downtown; and 2) bike/pedestrian/transit parking consultant to work on mobility issues. **Hogan:** Traveled to Pacific NW rural areas east of Cascades. Funding mechanism for rural counties different in OR. Obvious need exists to fix inequities between rural and urban. **Johnston:** Recognized Caltrans for intermittent rumble strips south of Ridgecrest on US 395. **Stump:** No report. **Caltrans:** Technical term for cuts/grinds is dig-outs. Work progressing on bigger projects in Mono. Snowed last night, so SRs 120, 89, 108 all closed, but 120 reopened this morning. Others may reopen later today. Closure for fire outside Minden reopened yesterday. Fire and snow closures.

### 5. LOCAL TRANSPORTATION

**A. Reds Meadow Road:** Scott Burns acknowledged growing commitment from Town. He met with Madera County, which seemed receptive but in deficit mode, so not big financial player. Grady Dutton invited Madera to field trip before pass closes. LTC counterpart in Madera is County Transportation Commission, which operates more on programming side. Need concurrence. In phone meeting Madera Public Works was supportive. No Mono commitments, but Town wants to play strong role.

Wentworth commented on land exchange by MMSA (Mammoth Mountain Ski Area), with artist's rendering turning SR 203 into something other than straight line, visualized as something different.

Dermody cautioned MMSA to be careful, as it could change NEPA (National Environmental Policy Act) process. Key language is economic benefit to County and Town. Disposition of road rebuilding would be affected, as it accesses national monument. Burns thought issues could be nailed down with concurrent Specific Plan, not sequential. Commit to more of a master plan. Wentworth thought technical issues such as urban growth boundary needed resolution.

Garrett Higerd stated FLAP (Federal Lands Access Program) application is due in January. He noted key items to resolve for maintenance. Town working with USFS. If larger discussion needs to occur, should be quick. Loose ends with application are not lined out.

Burns suggested pursuing match from RTIP (Regional Transportation Improvement Program). Projects programmed have fallen out, see if existing reserve could be part of match.

Wentworth suggested FLAP grant application early at next meeting. Stump wanted to invite INF engineering -- feds can't abscond from responsibilities. Technical implications for funding. Richardson, Holler, and Dutton need to be present. Johnston stated exchange area has nothing to do with FLAP grant. Hogan wanted to make sure NPS is in there, as Devils Postpile is small national monument. Is powerful regional office aware, maybe a partner?

Higerd confirmed INF and Town so far. Hogan thought NPS as full partner would have more oomph.

Burns recalled Grady Dutton convened meeting end of August, Deanna Dulen was there.

Wentworth thought it appropriate to involve NPS more.

Higerd cited tight time frame for Reds Meadow. Town is actual applicant, with support letters from Mono, Madera, USFS, etc. Town would coordinate maintenance.

Higerd noted FLAP program is structured to get liabilities off rolls, onto local government.

Ultimately close road? Burns stated INF has considered it.

Wentworth opined that if gateway communities got involved, moving into new era with federal government walking away from its obligations.

Higerd thought maybe finalize FLAP application at January meeting. Need significant match. \$10 million to upper \$29 million project with retaining walls on upper 2.5 miles for full two-lane or single with pullouts as now. Limiting factor is funds available with FLAP. Trying to fit large project into system could push all else off table, lead to smaller projects instead. High priority due to national monument, visitor numbers have been off the chart.

**B. Transportation funding legislation:** Garrett Higerd asked why talking about it after legislative session. Special transportation session through November. Some action after election is possible. More details end of August, CSAC commented. Frazier/Beall legislation includes 17 cent/gal tax, 37 cent to diesel excise tax, money from other sources. \$165/yr zero emission vehicles. Major step toward sustainability to maintain roads at local level. Recent letter from CSAC, League of California Cities encouraged state Assembly and Gov. Brown to take action. LTC already prepared letter of support to look for solutions, new letter does same. Cities received \$2.5 billion.

Johnston noted BOS took action. No inflation build-in, no indexing. Dermody noted last tax increase in 1993.

Legislation tied into cap/trade? Higerd replied yes, funding source from unallocated cap/trade funds. Board of Equalization could reset annually to match.

Stump asked about payment of CTC funding taken during economic downturn, restoration of gas tax otherwise diverted to other projects. Behind scenes money was taken for unknown purchases, maybe pet projects. Legislation on storage tax by gas stations for privilege of storing fuel to sell? Would be passed on to consumer. Higerd thought CTC was keeping promises, protecting revenues: \$706 million.

Johnston noted LTC officially supported fix. Fingers crossed that will actually do something.

Higerd mentioned "lame duck" session after election. Stump thought maybe do something then. Fesko noted gas stations pay lots of fees. Keep eye on legislation.

## 6. TRANSIT

### A. Eastern

#### Sierra Transit Authority (ESTA)

1. **Resolution R16-13:** Jill Batchelder described Proposition 1B as funding for safety projects. Fifteen-passenger and 20-passenger vehicles would replace aging fleet in Mammoth Lakes area. Residual funding allocated to various agencies.

Wentworth suggested an electric bus. Batchelder indicated no money for infrastructure for electric vehicles (charging stations).

Batchelder noted that Town takes away two hours from local Dial-A-Ride service. Wentworth thought policy might tie dollars to use.

**MOTION:** Adopt Resolution R16-13 approving PTMISEA FY 2014-15 & residual funding for purchase of rolling stock. (*Hogan/Wentworth. Ayes: 5-0. Absent: Richardson.*)

2. **June Lake Shuttle recap:** Summer ridership was disappointing despite extensive publicity.

3. **Mammoth area transit ridership:** Summer ridership set records, exceeding prior year by 5%. Passenger trips per hour increased by 10% overall in 2016. Reds Meadow service operated seven fewer days in 2016, yet exceeded 2015 by 7,680 passenger trips.

**B. Yosemite Area Regional Transportation System (YARTS):** Scott Burns said eastside summer service discontinued. Saw 44.5% increase in August. Top-level management changes did not affect too much. Yosemite visitation up 37% first six months, broke records. Construction under way in Yosemite Valley does not affect YARTS. Whittington of YARTS and Helm of ESTA serve on 5311 panel.

Batchelder noted expanded service to five days/week was awarded but Caltrans said future funding unlikely, so did not recommend expanded service.

Next ACA (Authority Advisory Committee) and YARTS meeting Oct. 19.

Batchelder stated McDonald's corporate would no longer permit bus stop, but gave OK to continue during search for new stop with amenities. Village, Black Velvet, and Vons have pros and cons.

Stump stated two Town reps thought it was not an issue, but maybe Council needs to discuss.

Easement for stops? Batchelder approved by contract with corporate real estate department. Understands McDonald's property is for sale. Launch two-week public awareness campaign before stop is moved. Could still make courtesy stop for a while. Stump noted shelter could be moved elsewhere.

--- Break: 10:35-10:45 ---

## 7. QUARTERLY REPORTS

**A. Town of Mammoth Lakes:** Ribbon cutting for Lake George bike path. Airport fence issue: Dermody stated fence is in Caltrans ROW, so need to issue permit. Town could need something more significant. Zeroed in on five top spots in Mono County. Study focuses on hot spot.

Hogan wanted to make sure all players would be at table, working together. Trouble visualizing what fence will look like. Set some priorities to go for grants. Get willows out of Mammoth Creek. Maintain what have. If Town has lead, involve others to make sense out of how to proceed. Do same type as Reds Meadow Road. Can't do it piecemeal.

Johnston thought Town could avoid permit from Caltrans by putting on its own property. Chain-link fence within fence would not trap wildlife between road and fence. He stated no planes hit deer, but cars hit deer all the time. Fence was approved because FAA required it. Wentworth cited environmental concerns. Hogan thought fence should be on both sides of highway. Higerd stated airport engineer could work with FAA on alternative designs. Stump wanted to understand full scope of FAA requirements for fence.

Johnston stated that excluding deer from that section of highway would require only one overcrossing.

Hogan: Need joint CEQA/NEPA. What has LADWP done?

Dermody stated Town completed environmental studies, USFS is separate.

Hogan wanted to visualize various land owner portions, airport pieces. Get people working together.

Dermody stated CPT (Collaborative Planning Team) will have presentation Oct. 27 with lots more agency players.

**B. Mono County:** Garrett Higerd noted preventative maintenance, borrowed from Caltrans efforts, Washoe County. Airport Road: \$1.25 million project for 2010-21. Free-range area attracts cattle, chickens. Check with USFS on grazing policies. Coordinate timing.

Higerd noted grant to analyze safety needs: striping, signage, guard rails, pedestrian/bike crossing. Hire consultant.

Wentworth stated closing roads was huge benefit to cyclists at Gran Fondo event.

Higerd reported Stock Drive project under way, mostly complete this week.

Johnston wanted to adopt guard rail type for Mono County. Opportunity to make unique, more park-like. Establish long-term policy. Wentworth recalled glistening guard rail showed up at Lake George, so was painted, but better to set aesthetic standards. Generate income to pay for stuff.

Burns mentioned Le Francois was at June Lake Down Canyon trail today. Success of Gull Lake trail is due to volunteer efforts. Look at tight project that could actually program in RTIP (Regional Transportation Improvement Program). USFS wants consensus.

Bridges: Need to spend time/energy/work to update overall analysis. Functionally obsolete bridges: old, using materials no longer in service today. Bridge investment credit program would allow credit for maintenance with our funds, get match credit for larger bridge project later. Do smaller projects without expense of federal grants and NEPA action. Bank credits for future replacement involving federal grants, NEPA. Use money from road funds to start building credits to later cash in.

Wentworth suggested infrastructure reinvestment after election.

C. **Caltrans:** Dermody indicated Walker Canyon CAPM (Capital Preventive Maintenance) has been removed from Caltrans program. Pavement in good shape compared to statewide, so Sacramento removed project.

"Midwest" guard rail is standard guard rail with Matina stain applied by Hudson sprayer. Higerd cited Convict Lake bridge as an example.

Dermody noted savings statewide on ROW (right of way) funds. The CTC (California Transportation Commission) had extra money, so Freeman Gulch segment 1 may go to construction next year. SR 14 from 395/14 split past SR 178 intersection is segment one, but stops short of Lake Isabella segment. Olancho/Cartago final environmental document at end of October. Construction depends on STIP. On track, moving forward.

Johnston appreciated shoulder-widening projects. Dermody cited lots of environmental constraints. BP culverts done next week.

## 8. CALTRANS

A. **Activities in Mono County & pertinent statewide information:** Dermody noted Brent Green attended town-hall meeting in Bakersfield hosted by Kern COG (Council of Governments), invited CTC (California Transportation Commission) to come to Eastern Sierra. The CTC will visit Mammoth Lakes Sept. 13-14, 2017. Showcased partnership, field trip to recently completed projects. Cedrik Zemitis retired, replaced by Dennee Alcalá. Meeting with USFS twice/year, found 100 dead hazard trees on highways 158, 203, 395 to remove. Caltrans does not own wood, USFS does.

Wentworth reported trails coordinator felled and hacked up 200 trees to donate to IMACA (Inyo Mono Advocates for Community Action). On private property, get into work flow. Dermody will check Caltrans property as well.

Sonora Pass: Three trucks were stuck in one week. Can't prevent, but will issue citations.

Dermody noted Caltrans's commitment to CMS (changeable message signs) during deer migration.

## 9. INFORMATIONAL

A. **Vibrant Communities & Landscapes:** A Vision for California in 2050: Scott Burns noted State has focused on land use, regional planning, outdoor recreation, and climate change in policy documents.

Stump suggested sending Mono's General Plan, which contains all our elements already being addressed. Here's what we've done, coincides with your targets. Consider some of adopted specifics.

Wentworth cited challenges of rural counties with significant federal land. Factor into conversations for cooperative relationships so overall objectives can be realized. Incorporate component so rurals don't get left out.

Burns noted Housing Element every eight years, not four. Maybe re-adopt RTP in 2017-18. Get funding for RTP, but not Housing Element.

Johnston cited Fresno as good/bad planning, with sprawl, auto-centric, and interspersed farm land.

B. **Airport fence letters to USFS:** No comments.

10. **UPCOMING AGENDA ITEMS:** 1) Reds Meadow Road, invite regional contacts for NPS/INF to meeting; 2) June 13 minutes; 3) guard rail treatment.

11. **ADJOURN** at 11:52 a.m. to November 14, 2016.

*Prepared by CD Ritter, LTC secretary*

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### DRAFT MINUTES

November 14, 2016

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

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

**COUNTY STAFF:** Scott Burns, Garrett Higerd, Megan Mahaffey, CD Ritter

**TOWN STAFF:** Haislip Hayes

**CALTRANS:** Ryan Dermody, Mark Heckman

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

**2. PUBLIC COMMENT:** Haislip Hayes introduced the Town's "Walk, Bike, Ride" action plan, announcing meetings Dec. 5 and Dec. 8.

### 3. MINUTES

**MOTION:** Adopt minutes of June 13, 2016. (Johnston/Stump. Ayes: 4. Abstain due to absence: Holler.)

**MOTION:** Continue minutes of Oct. 3, 2016, to Dec. 12, 2016. (Ayes: 5-0. Absent: Fesko.)

**1. COMMISSIONER REPORTS:** **Stump:** Mentioned Mono County Honors Veterans sign, noting people honor vets, such as well-attended Mammoth ceremony. **Wentworth:** Posed election questions about infrastructure investment. Assumed interesting development on federal level, encouraged vigilance. Will visit DC over Thanksgiving. **Johnston:** Commended Caltrans on deer warning signs, Sonora Pass opened early, not Tioga despite very little snow. Town upgraded original schools bike path. **Richardson:** None.

### 2. TRANSIT

**A. Eastern Sierra Transit Authority (ESTA):** Scott Burns had no report on ESTA. Stump noted shelter removed from McDonald's, will go to Vons. Helm arrived: Will meet with June Lake CAC (Citizens Advisory Committee), report results. Trolley will replace Gray Line, with evening service to Juniper Springs.

**B. Yosemite Area Regional Transportation System (YARTS):** Pursuing electronic ticket sales with immediate response. Sacramento Dec. 8 for funding outreach. Funding from 5311 is being reduced. Hotel-focus marketing. Supervisor-elect Bob Gardner named new YARTS representative.

Wentworth suggested integrating with Town's Walk, Bike, Ride program.

### 3. CALTRANS

A. **Deer migration:** Ryan Dermody indicated [mobile] deer signs usually are removed mid-November, but will check with Tim Taylor of CDFW (California Department of Fish & Wildlife). Caltrans has been tracking sign effectiveness. Johnston indicated signs placed in shoulder force cyclists to ride in traffic lane. Dermody acknowledged, and also noted CPT (Collaborative Planning Team) subcommittee will look at funding.

B. **Activities in Mono County & pertinent statewide information:** Mark Heckman, who replaced Dennee Alcalá, is now transportation planning branch manager. Freeman Gulch segment one was approved by CTC (California Transportation Commission), construction to begin May 2017. Get projects on shelf in case future funding falls out of sky. Olancho/Cartago environmental document out in May. Had draft, responding to comments.

### 4. LOCAL TRANSPORTATION

A. **RSTP** (Regional Surface Transportation Program): Megan Mahaffey noted projects ineligible. Listed four projects on staff report: Town's Berner Street lighting & Main Street pedestrian improvement, June Lake's N. Shore Drive preventive maintenance & Trails Project Initiation.

How far with \$129,294? Mahaffey cited gap funding. Indirect costs not eligible, no overhead.

Why not use PPM (Planning, Programming & Monitoring) funds? Mahaffey noted PPM is set up by priorities.

Projects need updating? Hayes cited Berner, Forest Trail, and Minaret Road need street lighting.

Johnston recalled Meridian Boulevard was patched a few years ago, effective. Given state of STIP, Airport Road project is many years out. Patching big cracks a potential project?

Higerd stated it would be eligible use, but scheduled for 2020-21. Town's building new terminal building, heavy construction would negatively impact road. Maybe another airport band-aid, but reconstruct. Wants to support Town, not leave something incomplete for later. North Shore Drive needs preventive maintenance.

Johnston complained Airport Road is not being fixed. Wentworth cited limited funding, community angst about Berner – get it done/complete. Look at roundabout. Stump wanted airport on list, with some cracks worse than others.

Mahaffey indicated pavement management system will come to LTC annually. Prevent future maintenance costs.

**MOTION:** Authorize recommended action on Mammoth's Berner Street lighting and Main Street pedestrian improvement and June Lake's N. Shore Drive preventive maintenance and Trails Project Initiation + Airport Road. (*Stump/Wentworth. Ayes: 5-0. Absent: Fesko.*)

B. **Pavement management system:** Garrett Higerd presented PowerPoint on Mono County road system. How to collect and analyze data with PASER (Pavement Surface Evaluation and Rating) system. Mono has 684 mi of roads, 186 mi paved. PMS targets paved roads. In perfect condition, worth \$250 million. Need to invest \$60 million to get to that level. Windfall in 2015 was Rock Creek, Convict, June Lake Streets, in 2014, Chalfant. Crack seal cold mix investment very low. Roads break down from climate conditions and blazing sun, and asphalt condition decays over time. Oils evaporate as pavement ages. Restore oils on surface to prevent water from getting into asphalt.

Collect data every two years, see how roads hold up. PASER rates 1-10 scale. Windshield survey of cracks. Have used Street Saver system in past. Environmental and energy skyrocket when condition is poor. Actions include slurry and microsurfacing, chip seals/overlay. Caltrans excels at this. Surface rough for cyclists, but chip seal resists reflective cracking.

Grind/pave: Most Mono roads don't have engineered base coat under asphalt. Recycling asphalt in place reduces cost. Full-depth restoration is needed when base has failed.

Snow removal priority: No traffic data for all Mono roads, but low. Classifications 1-5: bus routes, schools first.

Federal classifications vary. Rural major collectors eligible for federal funding. Comply with NEPA. If non-federal, NEPA not needed. Airport Road now eligible for federal funding.

Average PASER rating now is 6.5, which is good. If do nothing, numbers will decay, quality go down. Make decay curve more realistic. Get better data.

Pavement preservation of \$3 million/year would stabilize PASER rating. If took worst first, focused all money there, good roads would decay. Need more money for preventive maintenance.

Higerd recommended keeping highest PASER rating possible. Need more funding for pavement preservation projects.

Johnston suggested looking at paved mileages. Maybe low-use streets could revert to gravel. Do it as a plan, non-paved.

Wentworth suggested getting projects ready for federal criteria.

Stump noted three districts impacted by this report. Other two districts not get emails. Find at least one road that not appropriate to turn into gravel; e.g., McGee Creek. Every STIP cycle need ongoing requests.

Higerd cited proven sweet spot on roads with significant value from slurry seal. Prepare list of what to go after first. Economies of scale: More treatments with one contract. Get wholesale treatment, buy in bulk, see how it goes.

Holler noted no big dollars for maintenance vs. reconstruction. Keep falling farther behind.

--- Break: 10:40-10:45 ---

**C. Reds Meadow Road:** Planning & Environmental Linkages (PEL). Need to overcome issue of right source of funding. Nine alternatives proposed, evaluating against screening criteria. Involved stakeholders in meeting. Upper 2.5 mi from Vista to hairpin curve, 6.8 mi Agnew Meadows to Rainbow Falls trailhead. Different approaches to the segments.

Large project? Regelbrugge cited \$50 million, but only small pots like \$4 million. Region 5 gets \$1.5 million/year.

Critical portion is upper? *Yes. If only get \$10 million not \$30 mil, pullouts could become driving lanes.*

Why no bike lane on one-lane road? Maybe call it a shoulder. Or maybe exemption like parking on extended pavement at upper Whitney Portal Road. The FHWA contract is 15% design for upper.

Funding: \$415,000 to date for PEL, field studies.

Hayes indicated FLAP (Federal Lands Access Program) administration noted road transfer, lots of additional agreements. Evaluate long-term 25-year cost implications of taking over road. Will submit application in January (due in March).

Stump agreed with upper 2.5 mi, or suggested applying for whole thing.

Hayes stated if Town took over road, would want it in best possible shape. Fall under Complete Street, multi-modal. Johnston wondered why Town would take over street that's federal, in different county. Hayes cited regional significance, multiple partners. Most feasible way to get road accessible.

Why apply for FLAP if pot of money from feds exists?

Regelbrugge stated our region gets \$2 million/year for California's 18 NFs (National Forests). Couldn't even fund smallest of any alternatives without combining multiple years of funding into single project. FLAP has great funding available, successful projects. FHWA (Federal Highway Administration) wants to benefit local communities, put in road, let somebody else maintain. Madera County would not benefit as much as Mono County and Mammoth Lakes. Important in tourism-based economy. How to repair when close to absolute failure?

Has Madera been approached? Regelbrugge stated Madera is not interested, can't get here from there, not on its radar.

Holler stated Town had dollars to rebuild, not money to maintain. Discussion became how valuable is access to DEPO (Devils Postpile National Monument), John Muir Trail, and Agnew Meadows. Worst case is no access. Not want to take risk. Detriment to town. FLAP most viable for reconstruction, then figure out how to maintain. USFS sees as priority, NEPA/CEQA.

Does NPS have money? Holler cited competition with visitation to Yosemite.

Regelbrugge noted road is outside DEPO, hard to invest. Stump indicated DEPO is small, but unique. Not factor in evaluation of funding. Visitor days comparable for size. Regelbrugge suggested inviting NPS.

Wentworth, a la Hogan, suggested regional office of Department of Interior, talk with congressional officials about local communities willing to take part. Business has been increasing exponentially.

Holler suggested matching NPS/USFS dollars. Hayes thought LTC and Town Council could pull together. Higerd stated FLAP requires 11.7% match. Competitive application would need solution. Wentworth reminded that federal staff can't advocate.

Le Francois noted STIP has future liabilities for \$11 million. Olancha/Cartago at \$9 million got defunded. STIP involves how much, timing. State controls when/how use that money.

## 5. INFORMATIONAL

### A. Streets & Roads Needs Assessment



6. **UPCOMING AGENDA ITEMS:** 1) Updates; 2) Reds Meadow Road; 3) Guard rail design.

7. **ADJOURN** at 11:30 a.m. to December 12, 2016.

*Prepared by CD Ritter, LTC secretary*

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## DRAFT MINUTES

December 12, 2016

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

**TOWN COMMISSIONERS:** Sandy Hogan, Shields Richardson, John Wentworth

**COUNTY STAFF:** Scott Burns, Garrett Higerd, Megan Mahaffey, Steve Kerins, Jeff Walters, CD Ritter

**TOWN STAFF:** Grady Dutton

**CALTRANS:** Ryan Dermody, Craig Holste, Cort Hitchens

**ESTA:** John Helm

**1. CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Shields Richardson called the meeting to order at 9:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag.

**2. PUBLIC COMMENT:** No items

**3. MINUTES:** Due to lack of quorum for those meetings, defer adoption of minutes from Oct. 3 and Nov. 14, 2016, to meeting Jan. 9, 2017.

**4. COMMISSIONER REPORTS:** **Johnston:** Spoke with Madera Supervisor Tom Wheeler, who appeared uninformed about Reds Meadow Road, but complained that road doesn't go through. Will get more info. Madera collects TOT. State Legislature took no action on transportation funding, but two new pieces now in both houses. **Wentworth:** Senate passed Outdoor REC act with bipartisan support, acknowledging \$650 billion recreation economy, needs President Obama's signature. Met with Outdoor Industry Association, very engaged in next admin. Met with Rep. Paul Cook re Department of Interior office, eager to assist. Town had busy week with Walk, Bike, Ride program. Technology is changing so fast, looking 10-20 years out for opportunities. Met with Mammoth Lakes Housing, possible tax credits for housing opportunities. **Richardson:** None.

### 5. ADMINISTRATION

#### A. Conflict-of-Interest Code

Steve Kerins included Waiver of Actual and/or Potential Conflict of Interest in packet.

Different from Town waiver? Town Council is code reviewing body for Town, more seamless, reviewing its own code.

FPPC (Federal Political Practices Commission) standards? Johnston saw two steps: 1) Allow county counsel to represent LTC; and 2) Review code.

LTC Code is fairly old, so reconsider it. As FPPC continually amends, LTC tracks those changes. Other agencies identify people who manage public investments. Still file Form 700 with county clerk. Need additional categories? Consider moving commissioners to official 87200 filing class.

What's filed where, who's actual filer? Need form for LTC. Kerins indicated more research.

Kerins asked commissioners to look at individual filing responsibilities, send before next meeting. He also noted another category with public officials who manage public investments. Amend filing categories? Wentworth wanted to run it by Andy Morris, town attorney. Kerins requested item on next agenda.

Burns clarified that money flows through LTC, but LTC does not invest it.

**MOTION:** Authorize county counsel to represent LTC (*Wentworth/Hogan. Ayes: 4-0 Absent: Fesko, Stump.*)

**B. Planning, Programming & Monitoring (PPM):** Megan Mahaffey now has contract agreement to get funding through STIP (State Transportation Improvement Program).

Johnston questioned Caltrans bold graph. Mahaffey explained it draws down as it's used. Function like RPA reimbursement program. Extend request for year, but last year for advance PPM funds. Next year reimbursement.

Dermody thought it should have been reimbursed all along. Mahaffey will move forward with reimbursement, so keep extra year while she's on maternity leave. Paying interest.

**MOTION:** Approve Resolution R16-14 authorizing LTC executive director to execute PPM (Planning, Programming & Monitoring) fund transfer agreements included in the current RTIP (Regional Transportation Improvement Program) in amount of \$135,000. (*Johnston/Wentworth. Ayes: 4-0. Absent: Fesko, Stump.*)

**C. Regional Transportation Plan:** Gerry Le Francois indicated desire to move to new update of Housing Element from five to eight years, RTP from five to four years (two RTIPs, one Housing in cycle).

**MOTION:** Authorize letter to state HCD (Housing & Community Development) informing of scheduled RTP (Regional Transportation Plan) update in December 2017 (*Johnston/Hogan. Ayes: 4-0. Absent: Fesko, Stump.*)

## 6. LOCAL TRANSPORTATION

**A. Reds Meadow Road:** Grady Dutton cited working group of Town, USFS, LTC, NPS, and ESTA. Environmental work done prior to snow. In co-op agreement with USFS, Town would be lead applicant. Build enough security, set long-term maintenance, talk to Madera County. Whoever steps up for 25-yr maintenance should provide slurry/fog seals. Small Mono contribution? Full staff report in January, request authorization for FLAP (Federal Lands Access Program) grant app. Town Council will request letters of support from agencies.

DEPO (Devils Postpile National Monument) contribution? Dutton cited maps, contacts for higher-ups. USFS/FHWA talking about it nationwide.

Johnston mentioned bike lane. If not feasible, bike space would be fallback. Wentworth suggested Old Mammoth Road chevrons as a possibility. Dutton noted USFS will review environmental impacts. DEPO management plan update, planners from Portland, make sure Department of Interior is involved. Town has obvious interest, but above and beyond is umbrella of sustainable recreation. How would federal agencies work with local jurisdictions to help pay? Town has interest in management plan. Year-round connection to national scenic trails so Interior could help with funds. Make it clear help is needed to sew up package.

Dutton recalled USFS said larger project could get other moneys, like Minaret Vista in 2019. Wentworth wanted an inventory of how all things tie together so all parties understand.

## 7. TRANSIT

### A. Eastern Sierra Transit Authority (ESTA)

1. **June Lake summer shuttle service:** John Helm recalled community wanted transit options, June Lake beach to Silver Lake campground. Unfortunately, very low ridership. Presented results to CAC last week. Feedback was to try again. What if community provided fare box recovery, distributed to patrons? Helm saw that as appealing. Genesis for route was grant funding two years ago. June Lake had no transit service, so seemed viable. Unfortunately, LTF (Local Transportation Funds) revenue unavailable in subsequent years. No long-term funding.

Johnston stated stats showed heavier usage was random, not weekends. No long-term funding.

Maybe people take stuff to beach, add a rack? Helm cited room for beach chairs. Wentworth suggested involving private sector. Hogan recalled this was third June Lake project. Helm noted ESTA expanded ski shuttle.

Wentworth wanted to discuss discontinuance of Gray Line in Mammoth. Helm announced service changes. Green, Yellow, Blue lines start this week, overlap with Gray line. Last day for Gray Line is Friday. Funding for Gray can be used year-round for trolley service. Community concern about impacts on students, as vast majority board at Aspen Village. Helm stated Red Line starts at Snowcreek, within reasonable walking distance to transfer to Purple line. Outreach efforts included notices to students, posting on buses.

Hogan noted it took a long time to get Gray Line going, Mobility Commission did lots of work. Seems like outreach was late. Agendized in late October for Planning/Economic Development, on to Town Council. Need more publicity.

Wentworth indicated businesses build transit into marketing. Helpful for Helm to appear at Town Council next week. Net loss with Gray line, not well-vetted. Town Council will consider filling gaps.

Richardson stated business fliers went to print prior to knowledge of change. Make sure to not have that problem again.

**B. Yosemite Area Regional Transportation System (YARTS):** Scott Burns noted in legislative outreach last week, Richard Harmon set up meetings on YARTS' needs. Recognize as 5311 claimant, start pushing not as traditional transit, but with recreation component. Organizationally, Merced executive director is moving to Santa Barbara, losing institutional knowledge.

John Helm described 5311 as umbrella for federal funding, administered through Caltrans. 5311f is intercity rural transit moneys. YARTS bought bus with 5311f money, expanded to Fresno. Intent is funding rural areas to connect with national intercity transit; e.g., Greyhound. Caltrans has done great job promoting program. Formed subcommittee with Helm, Whittington, others. Looks like less money for Mono.

Grady Dutton mentioned YARTS was represented at Walk, Bike, Ride last week.

## 8. CALTRANS

**A. Crestview Rest Area:** Dermody noted concern over years. Craig Holste presented a status update. Caltrans did not want to close, but sidewalks and parking area had icy conditions. Comfort station snow/ice buildup on walkway melts by day, freezes at night. Drainage is a problem. Improvements next year.

Johnston thought it unacceptable to close sole safety roadside rest area in Mono County. Winter is when people need it during road closure. Icy issues not new in Mono County. Put cinders on it. Frustrated, really disappointed it's not open. Safety roadside rest for staff, CHP, etc.

Wentworth noted California believes climate change is an issue. Get policy in place. Try to figure it out. Holste reminded it remained open during drought winters, but this year crew was unable to keep up with it.

Wait two years? Holste indicated plans may be done in a year, but no construction by next winter. Dermody stated \$1.2 million is minor, but snowmelt systems, roof lines, etc. elevate it to major project.

Hogan reminded that LTC wrote letters in past.

**B. Guardrail throughout Mono County:** Dermody noted Commissioner Johnston requested it. Johnston wanted long-term differentiation from normal guard rails, more park-like, Death Valley, segments with Cor-ten® steel. Get on same page, adopt overall goal. Start with next installation, transition over time.

Wentworth thought it could tell how we feel about our place, a little special.

Craig Holste discussed federal and statewide testing. Landscape architecture website has different kinds of rail. Weathering steel is used in dry climates.

Dermody cited Matina stain on Conway summit, but Johnston countered, "Matina this week, something else next week." FLAP grant projects for bridge abutments. Is Matina the standard, or Cor-ten® steel?

Wentworth wanted to meet with Johnston to get things into focus. Dermody reminded that cost is an issue. Johnston suggested Public Works departments of Mono and Town.

Higerd stated Mono is starting system-wide safety analysis of County roads, and guard rails are part of it. Will study different new design standards. Make sure guard rails are safe, regardless of how they look. But, want them to look good as well. Helpful to follow along with Caltrans. Cor-ten® has been fairly expensive add-on by contractors, so Mono chose galvanized, a good product. Matina finish is attractive on galvanized; e.g., Convict Road. See how Matina holds up. Will galvanizing show through? Round Fire burned guard rail posts, but rail lay on ground in perfect condition. Installed new posts, bolted back up.

**C. Activities in Mono County & pertinent statewide information:** Ryan Dermody mentioned consultant on truck travel patterns. Close to awarding contract in early 2017. Counties provide input on coming impacts.

Wentworth suggested looking at driverless trucks. Overwhelmed by imminent scenario. Effects, policies, etc.

Dermody introduced new transportation planner, Cort Hitchens, and mentioned ZEV (Zero Emission Vehicle) charging stations.

Wentworth wondered about e-bikes, maybe pilot program in this area.

9. **INFORMATIONAL:** No items
10. **UPCOMING AGENDA ITEMS:** 1) initial OWP review; 2) conflict of interest; 3) Crestview; 4) guard rail task force; 5) Reds Meadow update; 6) new LTC commissioner(s)
11. **ADJOURN** at 10:59 a.m. to January 9, 2017

*Prepared by CD Ritter, LTC secretary*

**County Counsel**  
Stacey Simon

**Assistant County Counsel**  
Christian E. Milovich

**Deputy County Counsels**  
Stephen M. Kerins  
Anne M. Larsen

**OFFICE OF THE  
COUNTY COUNSEL**

*Mono County*  
South County Offices  
P.O. BOX 2415  
MAMMOTH LAKES, CALIFORNIA 93546

**Telephone**  
760-924-1700

**Facsimile**  
760-924-1701

**Paralegal**  
Jenny Senior

To: Mono County Local Transportation Commission

From: Steve Kerins, Deputy County Counsel

Date: January 9, 2017

Re: Conflict-of-Interest Code Update

**Recommended Action**

Consider and potentially approve proposed updated conflict-of-interest code for Mono County Local Transportation Commission. Authorize transmittal of any approved code to Mono County Board of Supervisors for review. Provide any desired direction to staff.

**Fiscal Impact**

No direct fiscal impact.

**Discussion**

As discussed at your Commission's December 2016 meeting, the Political Reform Act requires that every local government agency adopt and promulgate a conflict-of-interest code. (*See Gov. Code* § 87300.) Agencies must review their codes for potential amendment at least every two years (or more frequently, if changed circumstances warrant). (*See e.g. ibid.* § 87306.5.) Any amendment to an agency's code is subject to review by the agency's code reviewing body. (*See e.g. id.* §§ 87303, 87306.) The Local Transportation Commission's code reviewing body is the Mono County Board of Supervisors. (*See id.* § 82011, subd. (b).)

As also discussed at the December meeting, your Commission's current conflict-of-interest code was enacted in 1998 via the Commission's Resolution number 98-10. Following from your Commission's direction, I have prepared a new proposed conflict-of-interest code for your review.

As in the past, the Local Transportation Commission's conflict-of-interest code will continue to be based on Regulation 18730, promulgated by the Fair Political Practices Commission as an exemplar Code. (See 2 Cal. Code Regs. § 18730, subd. (a).) The principal change from the prior code is that Commissioners are no longer classified as designated employees, but are instead classified as "other public officials who manage public investments" pursuant to section 87200 of the *Government Code*. Thus, while both designated employees and Commissioners will continue to file with the Commission Secretary, this change will mean that the Secretary will only serve as filing officer for designated employees. For Commissioners, the Secretary will make and retain a copy of all disclosure statements, and forward the originals to the Mono County Clerk of the Board as filing officer. (See *Gov. Code* § 87500, subd. (k).)

If your Commission adopts this amended code, our office can place it on the agenda of the Board of Supervisors, in its capacity as code-reviewing body, for review.

If you have any questions on this matter prior to your meeting, please call me at (760) 924-1712.

Enclosure:        Proposed Resolution Adopting New Conflict-of-Interest Code

**RESOLUTION NO. R17-01  
A RESOLUTION OF THE MONO COUNTY  
LOCAL TRANSPORTATION COMMISSION  
AMENDING THE COMMISSION’S CONFLICT-OF-INTEREST CODE**

**WHEREAS**, the Mono County Local Transportation Commission (MCLTC) finds that revisions to its conflict-of-interest code are necessary; and

**WHEREAS**, the Commission further finds that the most expedient way to accomplish the necessary revisions is to adopt a new conflict-of-interest code; and

**WHEREAS**, the Commission has reviewed the proposed amended conflict-of-interest code appearing in the Exhibit to this Resolution, including the Appendices thereto.

**NOW, THEREFORE, BE IT RESOLVED** by the Mono County Local Transportation Commission that said Commission’s Conflict-of-Interest Code is hereby amended in its entirety to read as set forth in the Exhibit attached hereto and incorporated herein by this reference, subject to approval by the Mono County Board of Supervisors.

**APPROVED AND ADOPTED** this **9th** day of January 2017 by the following vote:

- AYES :
- NOES :
- ABSTAIN :
- ABSENT :

\_\_\_\_\_  
Shields Richardson, Chair  
Local Transportation Commission

Approved as to form:

Attest:

\_\_\_\_\_  
LTC Legal Counsel

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



**EXHIBIT****CONFLICT OF INTEREST CODE  
OF THE MONO COUNTY  
LOCAL TRANSPORTATION COMMISSION****SECTION 1: Conflict-of-Interest Code – Adopted**

The Political Reform Act of 1974, *Government Code* sections 81000 *et seq.* (as amended), requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation, 2 Cal. Code Regs. section 18730, that contains the terms of a standard conflict-of-interest code. This standard code can be adopted by reference, and may be amended by the Fair Political Practices Commission after public notice and hearings to conform to amendments of the Political Reform Act.

The terms of 2 Cal. Code Regs. section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference and, along with the attached Appendix A in which officials and/or employees are designated and Appendix B in which disclosure categories are set forth, constitute the conflict-of-interest code of the Mono County Local Transportation Commission, which is considered the “agency” within the purview of this code. The conflict-of-interest code of the Mono County Local Transportation Commission so adopted supersedes any conflict-of-interest code of the Commission previously in effect.

**SECTION 2: Statements of Economic Interest: Filing Officer**

Designated employees and/or personnel shall file Statements of Economic Interest with the Secretary of the Mono County Local Transportation Commission, who shall be and perform the duties of the Filing Officer for the Commission.

**EXHIBIT**  
**CONFLICT OF INTEREST CODE**  
**OF THE MONO COUNTY**  
**LOCAL TRANSPORTATION COMMISSION**

**APPENDIX A**

LIST OF DESIGNATED EMPLOYEES / PERSONNEL

<u>JOB TITLE</u>	<u>DISCLOSURE CATEGORY</u>
Staff Advisor	1
Legal Counsel	1
Consultant	1*

\*Commission Legal Counsel may determine in writing that a particular consultant, although a “designated employee,” is hired to perform a range of duties that are limited in scope and thus is not required fully to comply with disclosure requirements described in this Exhibit. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of disclosure requirements. Commission Legal Counsel’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code.

**NOTE:** The position of Commissioner is not designated within this Code, because Commissioners are classified as “other public officials who manage public investments” pursuant to *Government Code* section 87200 and 2 Cal. Code Regs. section 18700.3, subd. (b). Individuals occupying this position (and candidates for it) must file disclosure statements pursuant to *Government Code* section 87200, *et seq.* **Commissioners should file original disclosure statements with the Commission Filing Officer, who shall make and retain a copy and forward the original to the Mono County Clerk of the Board of Supervisors.** (See *Gov. Code* § 87500, subd. (k).)

JOB TITLE DEFINITIONS

“Commissioner” means a member of the Mono County Local Transportation Commission.

“Staff Advisor” means any employee of Mono County, the Town of Mammoth Lakes, or other governmental agency, who acts as staff to the Commission and who has any authority to obligate or to commit the Commission to any course of action; to negotiate, authorize or enter into any contract; to negotiate, make, or participate in the making of any decisions on behalf of the Commission; or to advise or make recommendations to the Commission in a capacity that requires an exercise of judgment.

“Legal Counsel” means the Mono County Counsel and/or any of his or her assistants or deputies who renders legal advice or serves as legal counsel to the Commission; and/or such other legal counsel as the Commission may choose to utilize.

“Consultant” means any individual or entity meeting the definition of consultant promulgated in the regulations of the Fair Political Practices Commission.

**EXHIBIT**  
**CONFLICT OF INTEREST CODE**  
**OF THE MONO COUNTY**  
**LOCAL TRANSPORTATION COMMISSION**

**APPENDIX B**

LIST OF DISCLOSURE CATEGORIES

DISCLOSURE CATEGORIES

1. All reportable investments, business positions, income and interests in real property.

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## Mono County Local Transportation Commission

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

PO Box 8  
Bridgeport, CA 93517  
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www.monocounty.ca.gov

### Staff Report

January 9, 2017

**TO:** Mono County Local Transportation Commission

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

**SUBJECT:** 2017-18 Overall Work Program (OWP) schedule of adoption

#### **RECOMMENDATION**

Provide direction to staff on current OWP and any requested changes to 2017-18 draft

#### **FISCAL IMPLICATIONS**

None at this time.

#### **ENVIRONMENTAL COMPLIANCE**

N/A

#### **DISCUSSION**

The Mono County Overall Work Program 2017-18 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, 2017, to June 30, 2018. Meetings on the 2017-18 OWP have begun and will continue until a final draft is adopted in May and approved by District 9. One of the main focuses of the 2017-2018 OWP will be an update to the RTP by December 2017.

#### **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).

# Mono County Local Transportation Commission

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## Staff Report

January 9, 2017

**TO:** Mono County Local Transportation Commission

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

**SUBJECT:** 2016-17 Overall Work Program (OWP) budget augmentation for 2015-16 fiscal year rollover

### RECOMMENDATION

Approve adding the Rural Planning Assistance (RPA) 2015-16 unexpended funds to the 2016-17 Overall Work Program

### FISCAL IMPLICATIONS

Increase Mono County OWP 2016-17 adopted budget from \$230,000 to \$247,190.44

### ENVIRONMENTAL COMPLIANCE

N/A

### DISCUSSION

There was \$17,190.44 in unspent Rural Planning Assistance funds in the Mono County Overall Work Program 2015-16. The 2015-16 OWP reflects a joint work effort between both public entities and contained work elements that were projected to be active from July 1, 2015, to June 30, 2016. Last year there was \$17,190.44 in unspent funds that we would like to program into the current Mono County OWP for 2016-17. The \$17,190.44 will be added to the following work elements:

- 100-13-0: OWP Administration and Management - \$7,190.44
- 800-12-1: Interregional Transportation Planning - \$5,000.00
- 900-12-0: Planning, Monitoring & Traffic Issues - \$5,000.00

### ATTACHMENT

- Work Elements from Mono County Overall Work Program 2016-17

**WORK ELEMENT 100-12-0****AGENCY ADMINISTRATION AND MANAGEMENT****OBJECTIVE**

To provide management and administration of the Overall Work Program, conduct the day-to-day operations of the agency, and provide support to the Commission and its committees.

**DISCUSSION**

This element provides for the development and management of the Commission's Overall Work Program, coordination, preparation of the Commission's meeting agendas, and support for the agency's personnel management and operational needs.

**PREVIOUS WORK**

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

**WORK ACTIVITY**

		<b>Responsible</b>	<b>Estimated Completion</b>
1.	Review status of current OWP activities and deliverables		quarterly
2.	Develop priorities for new OWP		Jan – Mar 2017
3.	Prepare draft and final 2017-18 Overall Work Program: work program amendments, agreements, and staff reports		As needed
4.	Day to day transportation planning duties, accounting and evaluation of regional transportation and multi-modal planning issues as directed by MLTC		As needed
5.	Prepare agendas and staff reports for advisory Committees and the Commission		Monthly
6.	Prepare invoicing for Caltrans		Quarterly

**END PRODUCTS**

- FY 2016/2017 Overall Work Program Quarterly Reports, budget, and financial statements. Quarterly
- FY 2016/2017 Overall Work Program Amendments. As needed
- FY 2017/2018 Overall Work Program. March 2017 (draft) June 2017 (final)
- Publish hearing notices. As needed
- Staff reports and agenda packets. As needed

**ONGOING TASK**

This is an annual and ongoing work element.

**FUNDING SOURCE**

RPA

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2016-17 RPA</b>	\$10,000	\$20,000	\$30,000
<b>PPM FUNDING</b>			
<b>TOTAL FUNDING</b>	\$10,000	\$20,000	\$30,000

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

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

**DISCUSSION**

This work element includes coordinating with Kern Council of Governments, San Bernardino Associated Governments, and Inyo County Local Transportation Commission on current and possible future MOU projects and funding opportunities. Interregional Transportation Planning includes:

- Attending meetings once a quarter or as needed;
- Updating MOUs as necessary;
- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties;
- Attend RCTF meetings once a quarter & phone conferences as available;
- Participate with YARTS, including development of Short-Range Transit Plan support to the Advisory Committee and Governing Board and consideration of annual funding of YARTS; and
- Collaborative work with Inyo National Forest and Park Service for Reds Meadow Road.

**PREVIOUS WORK**

This work has included include attendance and participation in Eastern California Transportation Planning Partnership, YARTS, and the Rural Counties Task Force to help maintain a coordinated RTIP, Title VI Plan, Transit Plan, and RTP. This Work Element ensures a continued regional approach to transportation planning in Mono County.

**WORK ACTIVITY**

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

**END PRODUCT**

- Attending meetings once a quarter
- Updating MOUs as necessary



- Work with Rural Counties Task Force (RCTF) on statewide matters including MAP-21/FAST ACT concerns related to funding and specific needs in rural counties
- Attend Rural Counties Task Force meetings once a quarter and phone conferences as available
- Participate with YARTS, including support to the Authority Advisory Committee and Governing Board and consideration of annual funding of YARTS;

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
<b>2016-17 RPA</b>		\$4,000	\$4,000
<b>PPM FUNDING</b>		\$2,000	\$2,000
<b>TOTAL FUNDING</b>		\$6,000	\$6,000

**WORK ELEMENT 900-12-0****PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation.

**DISCUSSION**

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

The primary objectives of this work element are to:

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

**PREVIOUS WORK**

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report

**WORK ACTIVITY**

	<b>WORK ACTIVITY</b>	<b>Agency providing work</b>	<b>Estimated Completion Date</b>
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
4.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
5.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan	LTC, County	Ongoing
6.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town	6/30/17
7.	Street parking management studies.	Town	6/30/17
8.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs at departure points including shelters, next bus notifications, Way-finding, trash/recycle facilities.	Town	6/30/17

**END PRODUCTS**

- Draft Recommendations, Policy/Procedure for including RTP and CA Transportation plan

**ONGOING TASK**

This is an ongoing RTP development work element.

**FUNDING SOURCE**

RPA & PPM

	<b><u>TOWN</u></b>	<b><u>COUNTY</u></b>	<b><u>TOTAL</u></b>
<b>2016-17 RPA</b>		\$5,000	\$5,000
<b>PPM FUNDING</b>	\$10,000	\$5,000	\$15,000
<b>TOTAL FUNDING</b>	\$10,000	\$10,000	\$20,000

## TOWN COUNCIL STAFF REPORT

Subject: Red's Meadow Road Reconstruction Project

Meeting Date: January 4, 2017

Written by: Grady Dutton, Public Works Director

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### **RECOMMENDATION:**

Staff is providing a status update. No action is requested.

### **BACKGROUND:**

On November 16, Town Council received an updated report on discussions regarding collaborative options for the reconstruction of Red's Meadow Road. Red's Meadow Road is a United States Forest Service (USFS) road providing vehicular access to USFS lands and the Devil's Postpile National Monument.

The focus of the ongoing meetings is to monitor progress of the design and construction project and to work in a collaborative effort on a likely Federal Lands Access Program (FLAP) Grant application. Staff expects to return to Town Council on January 18 with a recommendation that the Town of Mammoth Lakes (TOML) be the applicant for the proposed FLAP Grant.

### **ANALYSIS/DISCUSSION:**

The most recent team meeting was held December 9. Attending were representatives from the United States Forest Service (USFS), National Park Service (NPS), Mono County, Eastern Sierra Transit Authority (ESTA) and the Town of Mammoth Lakes. This meeting covered a variety of topics as outlined below. The next meeting is scheduled on January 6.

Federal Lands Access Program Summary: Information available on the United States Department of Transportation (USDOT), Office of Federal Lands Highway, Federal Lands Access Program (FLAP) website, the California Call for Projects is In Development, with the following tentative information:

Tentative Next Call for Projects: January 23, 2017

FLAP Funding Allocation by Fiscal Year: \$32,900,000

Local Match: 11.47%

Final Application Deadline: April 6, 2017

Unless directed otherwise, staff will continue to work with the stakeholders, returning to Town Council January 18 for consideration of authorization to prepare a complete application before the Final Application Deadline, once that date is confirmed. Staff expects to return to Town Council once a draft application is prepared to present the full package and associated issues for consideration.

It is likely the Town will take on the responsibility of completing the application. In addition, Mono County has recent successful experience. There will be a match requirement for a FLAP Grant. Various options that do not include significant Town funds are being explored.

Stakeholders: The first tier of stakeholders includes the agencies directly involved with design, construction, maintenance and funding for the project. This includes TOML, USFS, NPS, FHWA, ESTA and Mono County Local Transportation Commission (LTC). In addition, we have begun discussions with Inyo County and Madera County. In addition to the overall visitor serving industry, there will be a number of other interested parties/stakeholders for the overall project such as the concessionaires in Red's Meadow. There will be ample opportunity for public involvement. Staff is working to schedule a public meeting to obtain community input in January.

Stakeholder discussions to date have been in person or by telephone. Unless directed otherwise, staff will prepare and distribute a brief letter to the parties listed above notifying them of the Town's intent to consider an application and offering to appear before each group in a more formal setting (Board meeting, staff meeting, as appropriate) to present the project and process.

Authority for Long Term Maintenance: Should the Town Council choose to consider agreeing to the Town being the applicant for the FLAP Grant on January 18, there are two main alternatives for the Town to obtain the authority to do so. One is a typical USFS Cooperative Agreement, similar to other agreements currently in place. A COOP would give the Town the right to provide maintenance of the road under certain conditions. A COOP is typically valid for a defined time period. The other is a highway easement, whereby the road would become a Town road, similar to the Scenic Loop. A complete analysis will be provided in December. What we have learned to date is that FLAP Grant Applications that include a highway easement rather than a COOP have been much more successful.

Maintenance Costs: Staff is preparing long term maintenance cost projections for a period of twenty five years from the date of construction completion. It is our understanding twenty five years is an acceptable period and that this estimate would not need to include eventual road reconstruction. These projections will, of course, depend on the project finally constructed. Staff will include a recommendation regarding maintenance cost sharing at the January 18 meeting.

Associated Impacts and Opportunities: In discussions with the stakeholders and in a review of overall Town goals and priorities, several associated potential impacts and opportunities have been identified. Staff will continue to explore opportunities that will benefit the Town and the Region. These opportunities will be closely coordinated with the stakeholders, especially the NPS and USFS. This list might include:

- National Park Service: The Devil's Postpile General Management Plan lists a number of associated projects outside the boundary of the National Monument. Staff expects it will be in the best interest of all to explore how we can work together to further some of the items identified.
- United States Forest Service: As Red's Meadow Road is currently a USFS Road providing access not solely to Devil's Postpile, staff expects to work with USFS to identify and implement improvements to provide a more seamless experience, whether a visitor is heading to Devil's Postpile, the pack station, the John Muir Trail, the Pacific Crest Trail or other destinations. Specifics have not yet been identified, but improvements

related to other existing and proposed destinations will be reviewed. Road and trail signage, trailhead improvements, visitor services, Minaret Vista are just a few things that may be explored.

One of the over-arching goals of this endeavor will be to improve the visitor experience whenever and wherever possible. Great care will be taken in planning, design and construction to assist in ensuring the project and associated improvements are well coordinated. Included in these discussions will be a management plan for visitation. It is well recognized there is a limited capacity for the National Monument and other destinations. NPS and USFS have made it clear and staff clearly understands the experience must be preserved and enhanced where possible.

#### **STAFFING CONSIDERATIONS:**

Staff estimates the time to support the initial effort can be managed within the current work program. The initial effort is likely to include preparation of a plan for maintenance of the road if constructed and assistance in preparation of a Federal Lands Access Program (FLAP) Grant or other available grant, including coordination with other participating agencies. Before staff will be able to prepare a complete recommendation to include the source of funds for any Town participation, staff will need to identify the proposed USFS process for preliminary design, NEPA, final design, construction documents and construction. Alternatives will need to consider roles and responsibilities, including potential funding obligations, of the parties to be involved.

#### **FINANCIAL CONSIDERATIONS:**

At this time, costs are expected to be limited to staff time to assist in researching and identifying alternatives. This would include facilitating discussions between various stakeholders.

#### **ENVIRONMENTAL CONSIDERATIONS:**

None at this time.

#### **LEGAL CONSIDERATIONS:**

None at this time.

## Mono County Local Transportation Commission

PO Box 347  
Mammoth Lakes, CA 93546  
760- 924-1800, fax 924-1801  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

PO Box 8  
Bridgeport, CA 93517  
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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

January 9, 2017

Brent Green, District 9 Director  
California Department of Transportation  
500 S. Main St.  
Bishop, CA 93514

RE: CRESTVIEW REST AREA CLOSURE

Dear Mr. Green:

Thank you for the December staff presentation on the status of the Crestview Rest Area and its recent winter closure. Sidewalk and parking area icing conditions were cited as the primary reason for closure, and a commitment to make additional improvements to address these deficiencies was noted. The LTC strongly supports these additional improvements and a long term commitment by District 9 to year-round operation of the rest area. As you may now be aware, the Mono County Local Transportation Commission has expressed numerous concerns over the past decade on the need to maintain Crestview as a year-round rest area facility. The LTC was extremely disappointed to learn that despite recent year-round use and improvements, Caltrans' only rest area in Mono County was closed for winter.

To reiterate the past position of the LTC, visitor facilities for the traveling public are limited in the winter, as many local businesses north of Mammoth Lakes close or curtail operating hours, and thus Crestview provides vital services to winter travelers on US Highway 395. The region's severe winter conditions also present safety issues to travelers that are not present at other times, and the Crestview rest area has served as a traveler's safe haven during winter storm events. The Highway 395 traveling public, especially single vehicles with trailers, trucks, tour buses, and RVs, rely on this rest area for a place to stop and obtain services throughout the year.

Over the years, commissioners have expressed the importance of Crestview winter use, including the following considerations:

- Provides an emergency shelter on a stretch of highway prone to winter hazards
- Serves as command post for Search & Rescue
- Provides emergency phone availability
- Provides motoring public and truck drivers a place to rest
- Restrooms reduce "side of the road" bathroom use
- Contributes needed visitor services, thereby enhancing the local economy
- Addresses a variety of safety issues
- Departs from the original intent of year-round, not seasonal use.

The Mono County LTC strongly supports funding additional Crestview improvements and urges a long-term commitment by District 9 to maintain the rest area as a year-round facility.

Sincerely,

Shields Richardson  
LTC Chair



# Transportation Concept Report

## State Route 108

### District 9

### January 2017



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**  
Caltrans Improves Mobility Across California

Approvals:

Ryan A. Dermody	Date	Brent L. Green	Date
<i>Deputy District 9 Director, Planning and Environmental</i>		<i>District 9 Director</i>	





**State Route 108  
Transportation Concept Report**

Prepared by Caltrans District 9  
Office of System Planning

January 2017



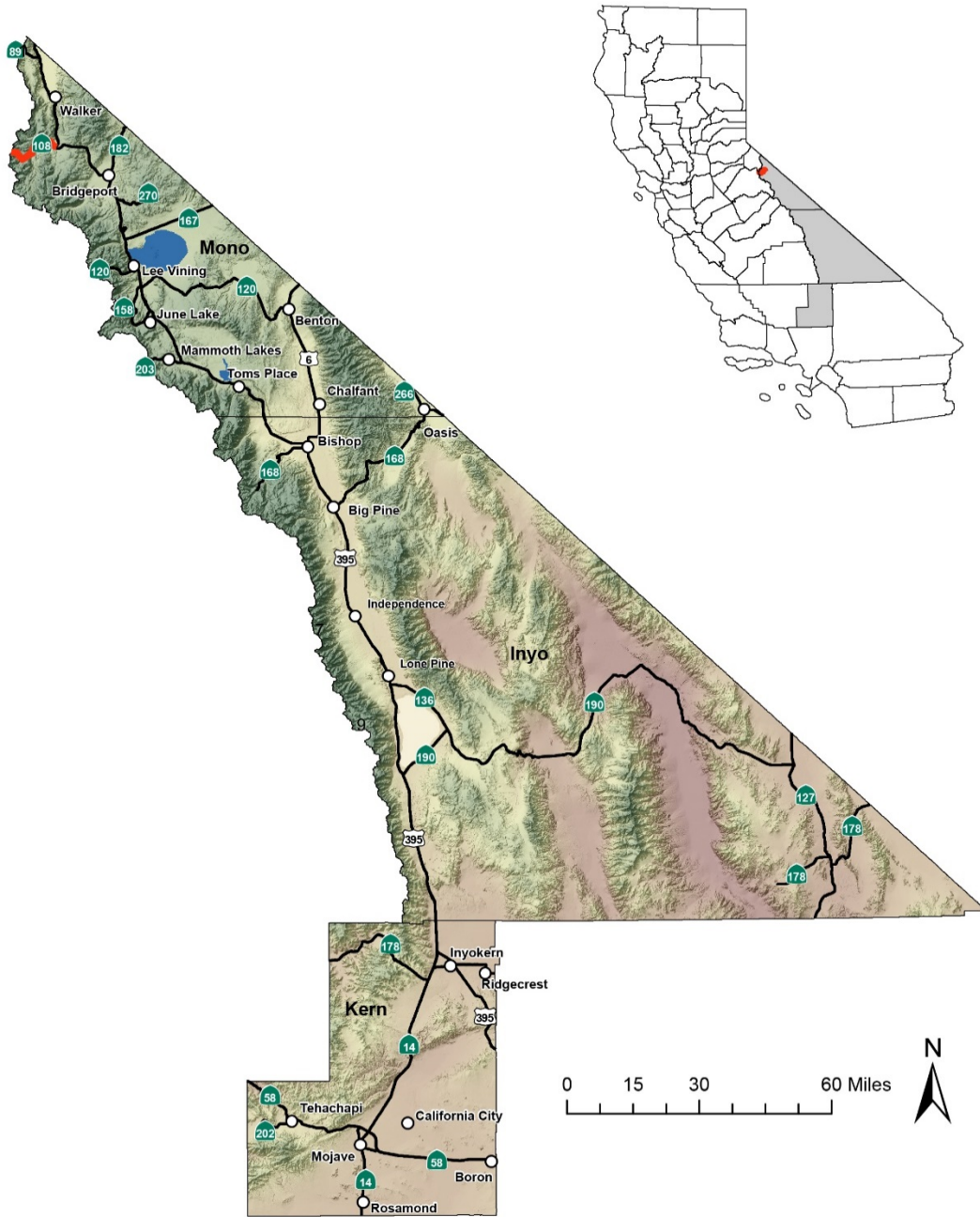
For additional information regarding the Transportation Concept Report for State Route 108, please contact:

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

For individuals who need this information in a different format, it is available in several foreign languages as well as Braille, large print, audio cassette, and computer disk. To obtain a copy in an alternative format, please communicate with the Equal Employment Opportunity officer at the above address or phone number.

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**Location of State Route 108 in Caltrans District 9**

## ABOUT THE TRANSPORTATION CONCEPT REPORT

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

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

### TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. 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

## STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the State Route (SR) 108 TCR. As information for the TCR was gathered, some stakeholders were contacted for input related to their particular specializations, and to verify 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.

## EXECUTIVE SUMMARY

State Route (SR) 108 begins in the City of Modesto in Stanislaus County and ends between the communities of Walker and Bridgeport in northern Mono County at United States Route 395 (US 395) Junction near the Caltrans Maintenance Station. The highway runs in a north-easterly direction, traversing the Sierra Nevada mountain range through Alpine County over Sonora Pass into Mono County, terminating at US 395. Recent traffic data was analyzed throughout this document using 2014 as a base year (BY) and 2034 as a horizon year (HY) for projecting operational conditions. In District 9, SR 108 is a two-lane conventional highway that currently operates at a high level of service and is projected to meet forecasted demand through the horizon year. This TCR, addresses only the 15.15 miles of SR 108 in District 9.

### Concept Summary

Segment ID	Segment Description	Existing Facility	20-25 Year System Operations and Management Concept	20-Year Facility Concept
1	Alpine/Mono county line at Sonora Pass to easterly winter closure gate at west end of Pickel Meadow	2C	Maintain current roadway	2C
2	Winter closure gate at west end of Pickel Meadow to US 395 at Sonora Junction	2C	Maintain current roadway	2C

### Concept Rationale

No significant growth or development is anticipated along SR 108. Recreational, military, and interregional traffic are the major sources of traffic on the route. A truck length restriction has been placed on the route so a decrease in trucks will be expected. The concept for SR 108 is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand.

### Proposed Projects and Strategies

- SR 108 Truck Turnaround Mno-108-9.9/10.1
- SR 108 Thin Blanket Mno-108-0.0/15.15
- Shoulder Backing Mno 0.0/9.8
- Dug-outs Mno 0.0/9.8

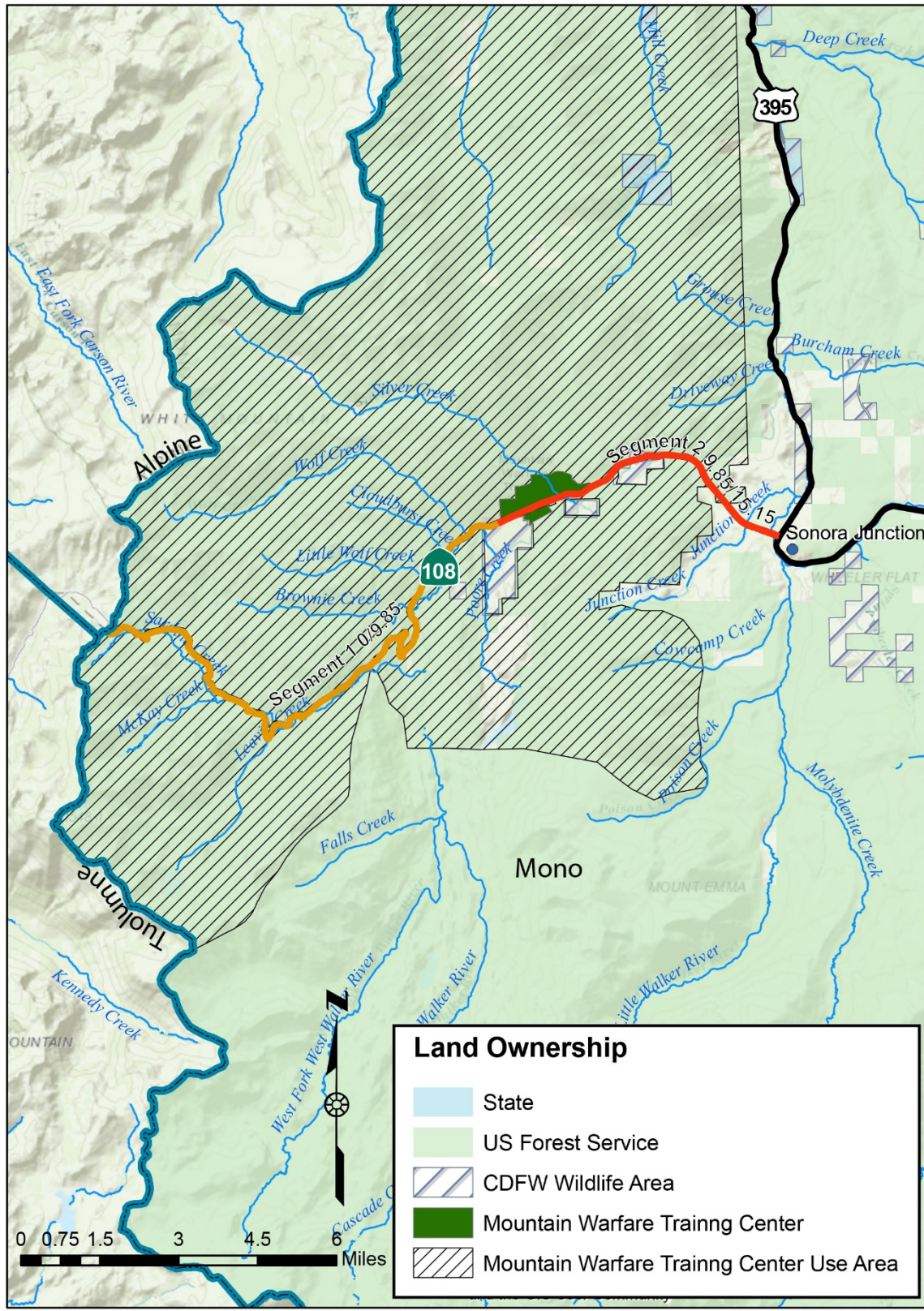
## CORRIDOR OVERVIEW

### ROUTE SEGMENTATION

This TCR addresses 15.15 miles of the route within Caltrans District 9, Mono County.

Segment ID	Location Description	County Route Beginning Post Mile	County Route Ending Post Mile
1	Alpine/Mono county line at Sonora Pass to the winter closure gate at west end of Pickel Meadow	Mno-108-0.00	Mno-108-9.85
2	Winter closure gate at west end of Pickel Meadow to Route 395 at Sonora Junction	Mno-108-9.85	Mno-108-15.15

**SEGMENT MAP**



## ROUTE DESCRIPTION

### Route Location:

This TCR covers the 15.15 miles of SR 108 located in Mono County and is addressed in two segments. This portion of the highway starts at Sonora Pass (Alpine/Mono County line) and winds down slope, through mountainous terrain, to its terminus junction at US 395. This highway serves local, interregional, and recreational traffic; while also providing the only paved access to the U.S. Marine Corps Mountain Warfare Training Center (MWTC).

### Route Purpose:

SR 108 serves central Sierra Nevada mountain communities and provides access for recreational travelers, military personnel, and interregional traffic that connects US 395. During the summer, SR 108 is used for bicycle and motorcycle touring as well as access to many recreational facilities in the Toiyabe National Forest. This route provides access to the communities of Bridgeport, Walker, and Coleville. Pedestrians and bicyclists are allowed on all of SR 108.

### Major Route Features:

SR 108 is two-lane conventional highway that is functionally classified as a Rural Minor Arterial. This route is part of the Interregional Road System (IRRS) connecting Central California to other states. Caltrans recommends continued rehabilitation and operational improvements on SR 108 due to its status as an interregional route, Surface Transportation Assistance Act of 1982 (STAA) Truck Network, an alternate trans-Sierra route, and its access to military facilities. SR 108 is eligible for scenic highway designation but is not currently designated.

### Route Designations and Characteristics:

Segment ID	1	2
<b>Freeway &amp; Expressway System</b> as defined in Sections 253 and 253.6 of the California Streets and Highways Code	yes	yes
<b>National Highway System</b>	no	PM ≤ 11.073: no; PM > 11.073: yes
<b>Strategic Highway Network</b>	no	no
<b>Scenic Highway</b> as defined in Sections 263 and 263.1 of the California Streets and Highways Code	no <sup>1</sup>	no <sup>1</sup>
<b>Interregional Road System</b> as defined in Sections 164.3 and 164.16 of the California Streets and Highways Code	yes	yes
<b>Priority Interregional Facility</b>	no	no
<b>Federal Functional Classification</b>	Minor Arterial	Minor Arterial
<b>Goods Movement Route</b>	no	yes
<b>Truck Designation</b>	65-ft maximum length prohibition for king-pin to rear-axle spacing greater than 38 feet	PM ≤ 11.07: 65-foot maximum length California Legal Advisory for king-pin to rear-axle spacing greater than 30 feet; PM > 11.07: Terminal Access (STAA)

<b>Segment ID</b>	1	2
<b>Census Bureau Population Size Designation</b>	rural	rural
<b>Regional Transportation Planning Agency</b>	Mono County Local Transportation Commission	Mono County Local Transportation Commission
<b>County Transportation Commission</b>	none	none
<b>Local Agency</b>	Mono County	Mono County
<b>Air District</b>	Great Basin Unified Air Pollution Control District	Great Basin Unified Air Pollution Control District
<b>Terrain</b>	mountainous	rolling

<sup>1</sup> California Streets and Highways Code Section 263.7 eligible but not officially designated

## **COMMUNITY CHARACTERISTICS**

There are no identified communities along SR 108 within District 9; however military housing does exist at the Mountain Warfare Training Center and SR 108 is the only commuter and access route to that facility. The route is near the communities of Bridgeport and Coleville and provides connection to Twain Harte (pop 2,226), 55.22 miles west from the Alpine/Mono County boundary.

## **LAND USE**

The majority (94%) of land in Mono County is publicly owned and as a result there will be little private development in the future. The land use designations per the Mono County General Plan for the segments that SR 108 passes through are “Resource Management” and “Open Space.” These lands are owned and managed by the California Department of Fish and Wildlife (CDFW), the US Forest Service (USFS), and the United States Marine Corps (USMC). No changes in land use patterns or major designations are foreseen within the planning timeframe of this document.

<b>Segment ID</b>	<b>Place Type/Land Use</b>
1	forestry, recreational, and military
2	forestry, recreational, and military

## **SYSTEM CHARACTERISTICS**

SR 108 is an undivided, two-lane conventional highway within District 9. Passing lanes do not exist and there are few passing opportunities. This route is a CA Legal Advisory Route from US 395 to Mono County/Alpine County line, with a kingpin-to-rear-axle (KPRA) prohibition of 38 feet. The highway has a maximum grade of 26%, a posted speed limit of 40-55 mph, and curves with speed advisories from 25-35 mph. The average shoulder width is 0 to 2 feet; the average lane width is 12 feet; and no median exists.



Segment ID	1	2
<b>Existing Facility</b>		
Facility Type	conventional	conventional
General Purpose Lanes	2	2
Lane Miles	19.7	10.6
Centerline Miles	9.85	5.30
Median Width, feet	0	0
Current Right-of-way width, feet	33–100	43–154
<b>20-year Concept Facility</b>		
Facility Type	conventional	conventional
General Purpose Lanes	2	2
Lane Miles	19.7	10.6
Centerline Miles	9.85	5.30
<b>TMS Elements</b>		
<b>TMS Elements, base year</b>	Main-line metering stations: <ul style="list-style-type: none"> <li>• Fixed full-time               <ul style="list-style-type: none"> <li>➤ Post Mile 0.55: 0.55 mile east of Alpine/Mono county line</li> </ul> </li> <li>• Fixed part-time               <ul style="list-style-type: none"> <li>➤ Post Mile 7.9: at Leavitt Meadows Pack Station</li> </ul> </li> </ul>	Main-line metering station: <ul style="list-style-type: none"> <li>▪ Fixed full-time               <ul style="list-style-type: none"> <li>➤ Post Mile 14.225: 0.923 mile west of US 395 at Sonora Junction</li> </ul> </li> </ul>
<b>TMS Elements, horizon year</b>	Main-line metering stations: <ul style="list-style-type: none"> <li>• Continuing fixed full-time               <ul style="list-style-type: none"> <li>➤ Post Mile 0.55: 0.55 mile east of Alpine/Mono county line</li> </ul> </li> <li>• Continuing fixed part-time               <ul style="list-style-type: none"> <li>➤ Post Mile 7.9: at Leavitt Meadows Pack Station</li> </ul> </li> </ul>	Main-line metering station: <ul style="list-style-type: none"> <li>▪ Continuing fixed full-time               <ul style="list-style-type: none"> <li>➤ Post Mile 14.225: 0.923 mile west of US 395 at Sonora Junction</li> </ul> </li> </ul>

### **BICYCLE FACILITY**

Bicycles are allowed on SR 108. Providing wider shoulders and an uphill climbing bicycle lane are challenges due to prioritization of funding, environmental concerns, unbalanced cost to benefit ratios, and physical constraints.

Highway Segment ID	On-highway Bicycle Accommodation						
	Bicycle Segment ID	Post Mile Limits	Is Bicycle Access Prohibited?	Accommodation Type (Bicycle Facility Designation)	Outside Paved Shoulder Width, feet	Facility Description	Posted Speed Limit, miles/hour
1	A	0.00–9.85	no	shared roadway	0–5	varying width paved shoulders	40

2	B	9.85–15.15	no	shared roadway	0–8	varying width paved shoulders	40: PM ≤ 10.00 55: PM > 10.00
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### **PEDESTRIAN FACILITY**

Pedestrians are allowed on SR 108, the majority of which is generated by the marine base. Specific pedestrian facilities or sidewalks do not exist. Pedestrians may utilize the paved and unpaved shoulder.

Highway Segment ID	Bicycle Segment ID	Post mile Limits	Is Pedestrian Access Prohibited?	Is Sidewalk Present?	Facility Description
1	A	0.00–9.85	no	no	2–5 foot width paved shoulders
2	B	9.85–15.15	no	no	1–8 foot width paved shoulders

### **TRANSIT FACILITY**

Scheduled public transit service is not provided along SR 108. However, the Eastern Sierra Transit Authority (ESTA) provides round-trip bus service on US 395 passing SR 108 on its trip between Lone Pine and Reno on Mondays, Tuesdays, Thursdays, and Fridays. With advance telephone request, the bus will stop at the intersection of US 395 with SR 108.

### **FREIGHT**

SR 108 has minor goods movement due to the mountainous terrain. District 9's portion of SR 108 from the Alpine/Mono County line to the winter closure gate west of the Mountain Warfare Training Center, has a kingpin-to-rear-axle (KPRA) prohibition of 38 ft. Truck traffic is 2% of the Average Annual Daily Traffic (AADT) with most trucks classified as 2 axle.

### **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 project on SR 108 being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified in the environmental scan have been scaled (high, medium, or low) by district staff based on the probability of encountering such environmental issues. The following environmental factors were included in the scan:

**Cultural Resources:** Most of SR 108 traverses through what Caltrans considers “culturally sensitive areas.” Any and all work along the highway will require cultural resource evaluation by a Caltrans archaeologist; work may require tribal consultation.

**Geology/Soils/Seismic:** SR 108 crosses over two minor faults, an unnamed fault (PM 7.3) and the West Walker River fault zone (PM 14.2).

**Visual Aesthetics:** SR 108 is eligible to be designated as a State Scenic Highway, though none of it is currently designated as such.

**Floodplain:** The Special Flood Hazard Areas (SFHA) maps as designated by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program were evaluated. SR 108 within District 9 is outside of any flood designation, with the exception of two small areas, one located at PM 7.6 and the other between PM 12.8 to 12.9 which sits in a 100-year flood zone.

**Air Quality:** Mono County is a part of the Great Basin Valleys Air Basin under the stewardship of the Great Basin Unified Air Pollution Control District. SR 108 is either Unclassified or Attainment for all air quality measures except for PM 10.

**Waters and Wetlands:** Most of SR 108 is within wetland areas fed by numerous rivers, creeks, streams, and springs that feed into the West Walker River drainage. Any and all work along the highway will require biological resource evaluation by a qualified Caltrans biologist to verify if waters of the US or State may be affected. Storm water and water pollution best management practices will be implemented when work occurs along this route.

**Special Status Species:** Special status species may be encountered near the highway throughout its length; these can be State and/or federally listed plants and animals. Any and all work along this route will require biological surveys to determine their presence and possible avoidance, minimization, or mitigation measures.

Segment ID		1	2
Section 4(f) Land		medium	
Coastal Zone		low	
Timberland		high	
Environmental Justice		low	
Cultural Resources		medium	
Visual Aesthetics		high	
Geology/Soils/Seismic		low	
Floodplain		low	
Climate Change and Sea Level Rise Vulnerability		low	
Hazardous Materials		low	
Naturally Occurring Asbestos		low	
Air Quality	Ozone (O <sub>3</sub> )		Attainment
	Particulate Material	2.5 micrometer	Attainment
		10 micrometer	Non-attainment
	Carbon Monoxide (CO)		Attainment
Noise		low	
Waters and Wetlands		high	
Special Status Species		medium	
Fish Passage		high	
Habitat Connectivity		high	

## CORRIDOR PERFORMANCE

The Corridor Performance table displays volume data for the Base Year (BY) 2014 and the Horizon Year (HY) 2034. Level of Service (LOS) was calculated using the Highway Capacity Manual (HCM) 2010.

Segment ID	1	2
<b>Basic System Operations</b>		
<b>AADT</b> <small>BY (Base year-2014)</small>	792	1,106
<b>AADT</b> <small>HY (Horizon year-2034)</small>	1,126	1,082
<b>AADT growth/year, percent</b>	1.78	-0.107
<b>LOS Evaluation Method</b>	Highway Capacity Manual 2010 Software	Highway Capacity Manual 2010 Software
<b>LOS</b> <small>BY</small>	B	B
<b>LOS</b> <small>HY</small>	B	B
<b>LOS</b> <small>Concept (minimum acceptable through 2034)</small>	C	C
<b>VMT</b> <small>BY</small>	7,766	5,910
<b>VMT</b> <small>HY</small>	11,041	5,782
<b>Truck Traffic</b>		
<b>Total Average Annual Daily Truck Traffic, AADTT</b> <small>BY</small>	28	33
<b>Total Trucks, percent of AADT</b> <small>BY</small>	3.54	2.98
<b>5+ Axle Average Annual Daily Truck Traffic, AADTT</b> <small>BY</small>	4	5
<b>5+ Axle Trucks</b> <small>BY/ AADT BY, percent</small>	0.5	.5
<b>Bottlenecks</b>		
<b>Bottleneck Existing</b>	Typically once a week lasting from 20 minutes to 6 hours	no
<b>Bottleneck Location</b>	Most often between post miles 4.5 and 4.6	
<b>Bottleneck Queue Length, feet</b>	2,200 feet average total, eastbound + westbound (150 motor vehicles/3 hours)	
<b>Bottleneck Causality</b>	The inability of tractor semitrailer combinations which exceed the advisory 30-foot KPRA to negotiate the reversing small (approximately 90-foot) radius curves and curve-to-curve change of super-elevation	

## ADDITIONAL TOPICS

### KEY CORRIDOR ISSUES

Typically, in Segment 1 (except during the winter closure period) at least one tractor semi-trailer combination having a kingpin-to-rear axle spacing exceeding Caltrans' 38-foot advisory has each week, for the last several years, been unable to negotiate one of several small radius curves, primarily between post miles 4.5 and 4.6 in Segment 1. The result has been the blocking of the highway from 20 minutes to six hours, often requiring assistance from the California Highway Patrol.

To help alleviate the situation, Mono County has prepared Ordinance 16-04 that denies the use of Segment 1 to tractor semi-trailer combinations having a kingpin-to-rear axle spacing exceeding 38 feet. Ordinance 16-04 has been approved by Caltrans to be forwarded to the California Legislature for inclusion into the California Streets and Highways Code.

Depending on the availability of power (solar) and communication signals, a Roadway Weather Information System (RWIS) and a closed-circuit television (CCTV) should be considered near the Alpine /Mono county line or near Monitor Pass in Alpine county. This would help provide real-time information so that informed decisions could be made regarding the pass closure and road conditions, in addition to the existing CMS sign on US 395.

### CORRIDOR CONCEPT

#### CONCEPT RATIONALE

No significant growth or development is anticipated in the rural communities served by SR 108. Recreational, interregional, and military traffic are the major sources of traffic on the route. The concept for SR 108 is a two-lane conventional highway and it is projected that this will continue to meet the forecasted demand. Adequate maintenance of the highway will be the main priority, with shoulders added where feasible.

#### PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Segment ID	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
2	Truck Turn Around	Planned	Mno 9.9/10.1	Caltrans Recommendation	Operational Improvement	Short Term
1,2	Thin Blanket	Programed	Mno 0.0/15.15	Caltrans Recommendation	Roadway	Short Term
1	Dig-outs	Programed	Mno 0.0/9.8	Caltrans Recommendation	Roadway	Short Term
1	Shoulder Backing	Planned	Mno 0.0/9.8	Caltrans Recommendation	Roadway	Short Term

## PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Segment ID	Location	Project			
		Description	Source	Purpose	Implementation Phase
2	From 0.4 mile, east of Wolf Creek Bridge (No. 47-0016) to 1 mile west of Training center entrance.	Truck Turnaround	Caltrans	Assist in Compliance of Truck Restriction.	Short Term
1,2	Length of Route	Thin Blanket	Caltrans	Prolong Pavement Life	Short Term
1	From county line to winter closure gate	Dig-outs	Caltrans	Prolong Pavement Life	Short Term
1	From county line to winter closure gate	Shoulder Backing	Caltrans	Prolong Pavement Life	Short Term

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## APPENDIX

### APPENDIX A GLOSSARY OF TERMS AND ACRONYMS

#### Acronyms and Abbreviations

AADT–Annual Average Daily Traffic  
 ADA–Americans with Disabilities Act of 1990  
 ADT–Average Daily Traffic  
 APCD–Air Pollution Control District  
 BLM–United States Bureau of Land Management  
 BY–Base Year  
 Caltrans–California Department of Transportation  
 CCD–Census County Division  
 CDP–Census Defined Place  
 CEQA–California Environmental Quality Act  
 CMS–Changeable Message Sign  
 E–east  
 ESTA–Eastern Sierra Transit Authority  
 FEMA–Federal Emergency Management Agency  
 FHWA–Federal Highway Administration  
 HCM–Highway Capacity Manual  
 HCS–Highway Capacity Software  
 HTNF–Humboldt-Toiyabe National Forest  
 HY–Horizon Year  
 KPRA–Kingpin to rear axel  
 ITS–Intelligent Transportation System  
 LOS–Level of Service  
 LTC–Local Transportation Commission  
 Mno–Mono (County)  
 N–north  
 NE–northeast  
 NF–National Forest  
 NW–northwest  
 PID–Project Initiation Document  
 PM–Post Mile  
 PSR–Project Study Report  
 RTP–Regional Transportation Plan  
 RTIP–Regional Transportation Improvement Program  
 RTPA–Regional Transportation Planning Agencies  
 S–south  
 SE–southeast  
 SHOPP–State Highway Operation Protection Program  
 SR –California State Route  
 STAA–Surface Transportation Assistance Act  
 STIP –State Transportation Improvement Program  
 SW–southwest  
 TCR–Transportation Concept Report  
 TMS–Transportation Management System



TSN—Transportation System Network  
US—United States Highway Route  
USFS—United States Forest Service  
USMC—United States Marine Corp  
VMT— Vehicle Miles Travelled  
W—west

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## Glossary

**AADT** – Annual Average Daily Traffic is the quotient of the total annual bi-directional traffic volume on a route or route segment and 365, the number of days in most years. The traffic count year begins on October 1st of the originating year and ends on September 30<sup>th</sup> of the following year. Traffic counting is generally performed by electronic counting instruments at fixed locations or portable instruments moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to better estimate the annual average daily traffic by adjusting for variables such as seasonal influence and weekly variation as appropriate. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

**Base year** – The year that the most current data is available to the districts is the base year. In this report, the year is 2014.

**Bikeway Class I (Bike Path)** – One or a series of intersection-separated segments of a facility on a state highway designed for the exclusive use of bicyclists and pedestrians. Class-I bikeways are completely separated from motor vehicle traffic on the same state highway. Typically, the length of a Class I segment is longer than the length of the paralleling motor-vehicle segment of the facility to increase safety by minimizing the number of stops required for bicyclists/pedestrians to accommodate traffic cross flow.

**Bikeway Class II (Bike Lane)** – A striped lane for one-way bike travel on a street or highway

**Bikeway Class III (Bike Route)** – The travelled way and shoulders shared by bicyclists, pedestrians, and motor vehicles when designated by “Bike Route” signs or permanent markings

**Bikeway Class IV (Separated Bikeway)** – A Class IV bikeway is a bikeway for the exclusive use of bicycles including a separation between the bikeway and through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

**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 twenty-year (Horizon Year), vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility (intercity passenger rail, mass-transit guideway etc.), grade separation, and new managed lanes

**Class I two-lane highway** – Generally, Class I is assigned to two-lane highways that are major intercity routes, primary connectors or major traffic generators, daily commuter routes, or major links in state and national highway networks. Motorists are expected to travel at relatively high speeds on Class I highways. Class I facilities serve mostly long-distance trips or provide the connections between facilities that serve long-distance trips.

**Class II two-lane highway** – Class II is assigned to two-lane highways functioning as access routes to Class I facilities; serve as scenic or recreational routes, and not as primary arterials, or pass through rugged terrain where high-speed operation would be impossible. Motorists do not necessarily expect to travel at relatively high speeds on Class II highways. Class II facilities serve short trips mostly as well as the beginning or ending portions of longer trips, or trips on which sightseeing plays a significant role.

**Class III two-lane highway** – Class III two-lane highways serve moderately developed areas. Class III may be a segment of a highway that passes through small towns or developed recreational areas and is surrounded by Class I and/or Class II segments. On Class III segments, local traffic often mixes with through traffic, and the

density of non-signalized roadside access points is noticeably higher than in a purely rural area. Also, Class III highways may be longer segments passing through more spread-out recreational areas having increased roadside traffic and access points. Such segments are often accompanied by reduced speed limits that reflect the highway activity level.

**Concept LOS** – The minimum acceptable LOS over the next 20 years

**Conceptual Project** – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a fiscally constrained plan and is not currently programmed. It could be included in a general plan or in the unconstrained section of a long-term plan.

**Conventional** – The designation of a highway, undivided or divided, without access control except where justified at spot locations; at those locations access control measures, including grade separations, may be employed

**Corridor** – A corridor is a broad geographical band that follows a general directional flow connecting major sources of trips that may include a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off-system facilities are included as informational purposes and not analyzed in the TCR.

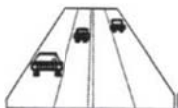
**Facility Concept** – The description of a State highway facility that may be modified to ensure adequate or improved performance over the next 20 years; strategies to achieve the concept description may include: Increasing capacity; improving or adding a bicycle facility, a pedestrian facility, a transit facility, new managed lanes, and/or TMS field elements; converting managed lanes from an existing configuration or characteristic to another managed lane configuration or characteristic; and/or improving management of transportation demand and incidents.

**Facility Type** – The facility type describes a State Highway in terms of design classification and right-of-way restrictions. The facility could be a freeway, expressway, conventional, or couplet, i.e., two one-way city streets conveying traffic in opposite directions.

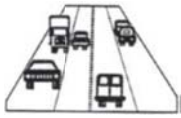
**Freight Generator** – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in load handling capacity, weight, carloads, or truck volumes.

**Horizon Year** – The furthest year beyond the present, 20 years, that planning believes it necessary to take into consideration in developing projects to meet future concerns and believes the projection of traffic volume data is sufficiently accurate.

**Level of Service** – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists is the level of service. Level of service (LOS) is a function of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Currently there are six levels of service. The levels of LOS, including patterns specific to two-lane highways, are categorized as follows:

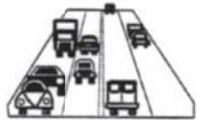


**LOS A** describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



**LOS B**, like LOS A, is indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but because the traffic density is greater than for LOS A, drivers have slightly less freedom to maneuver.

On two-lane highways, passing demand and opportunities are balanced. On both Class I and Class II facilities, queuing (platooning) becomes noticeable; on Class III facilities it becomes difficult to maintain free-flow speed, but speed reduction is small.



**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 clearly affected by the presence of other vehicles, but traffic speeds remain the same as in LOS A and LOS B and most vehicles are travelling in queues (platoons).



**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.

On two-lane Class I and II highways, passing demand is high, but passing capacity approaches zero; a larger fraction of total vehicles than in Class C is travelling in queues; the percent time spent following (in a queue) is quite discernible. On two-lane Class III highways, the reduction in speed below free-flow is significant.



**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.

On two-lane Class I and II roads, passing is almost impossible. On two-lane Class III highways, speed is less than 2/3 the free-flow speed.



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

**Mode** – A mode is the means or structure used for movement or delivery of people or goods from one location to another over land or the sea and through the air and/or space. When a moving vehicle is responsible for transporting over land, those modes include but are not limited to automobiles, subways, buses, and rail. When other than a moving vehicle is responsible for overland transportation, the guiding surface/structure often is identified as a mode; such modes include pipelines and cables.

**Multi-modal** – Transportation options using different modes within a system or corridor

**System Operations and Management Concept** – The system operations and management concept describes the system operations and management elements that may be needed within 20 years. The elements can include non-capacity-increasing operational improvements (auxiliary lanes, channelization, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. an HOV lane to a HOT lane), transportation demand management (TMS) including TMS field elements, and incident management.

**Peak Hour** – The hour on a representative day in which the maximum volume passes a point on the highway in a given direction

**Peak Hour Volume** – The peak hourly volume is the hourly volume in a given direction passing a point on a highway segment during the period when the highest daily traffic volume concentration occurs. The volume is generally between six percent and ten percent of the ADT. Lower peak values are generally found on roadways with lower average volumes.

**Peak Period** – Is a part of the day when traffic congestion on a road is at its highest. Typically, peak congestion occurs once in the morning and once in the evening at the time when most people commute. Peak Period is defined for a particular point along an individual route or route segment; it is not applicable to all routes within a Caltrans district nor to all routes within the State of California.

**Planned Project** – A planned improvement or action is a project in a fiscally constrained section of a long-term plan, such as an approved regional or metropolitan transportation plan (RTP or MTP), capital improvement plan, or measure.

**Post 20-year Concept** – In general, a post 20-year concept is a perception of the maximum reasonable and foreseeable roadway needed on a State highway route beyond a 20-year horizon. The post 20-year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

**Post Mile** – Within each county along a given route, a post mile along with the county and route officially identifies each point on the State Highway System. A milepost is composed of a numeric value that may be preceded by a prefix and/or followed by a suffix. Numeric values increase from the beginning of a route within a county to the next county line, assuming the route continues into another county. Except in certain situations where a highway crosses a meandering county line or meanders across a county line multiple times, the milepost numeric values start over at each county line. Numeric values usually increase from south to north or west to east depending upon the general end-to-end direction the route follows within California. Assuming that the location of the construction centerline has not changed, the milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R", "M", "H", "N") are established for it. If relocation results in a change in length, a "milepost equation" is introduced at one or both ends of each relocated portion allowing the true length of a segment crossing one or both equation points to be easily determined.

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

**Route Designation** – A route’s designation/affiliation is adopted through legislation and identifies the system or systems that the route is associated with on the State Highway System. A designation denotes the design standards that apply during project development and design. Typical designations include but not limited to the: California Freeway and Expressway System, California Interregional Route System (IRRS), California Legal system, California Lifeline system, California Scenic Highway System, Federal Highway Administration National Scenic Byway system, National Highway System (NHS), National Network, Surface Transportation Assistance Act (STAA) system, US Department of Defense Strategic Highway Network (STRAHNET), and US Forest Service Scenic Byway system.

**Rural Area** – Fewer than 5,000 in population defines a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

**Segment** – A numerically or alpha-numerically identified length of a facility between two points

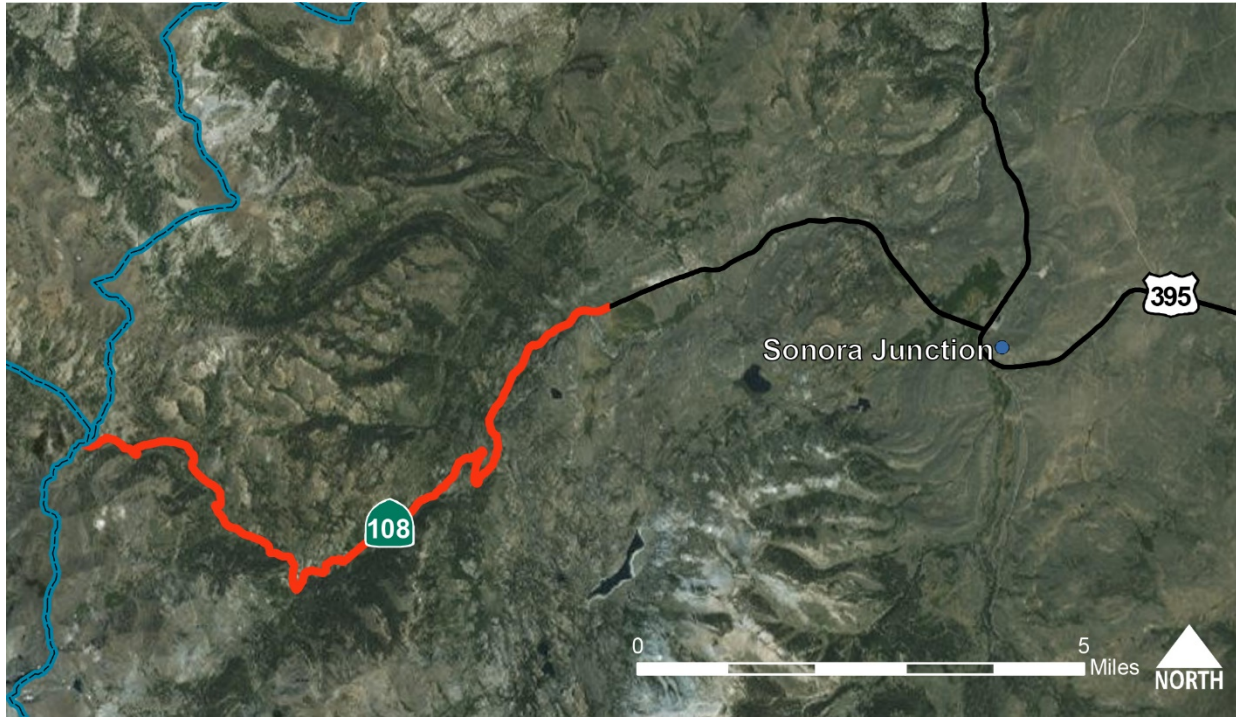
**Snow Chute** – An avalanche snow path

**Surface Transportation Assistance Act** – A federal act permitting a range of tractor-trailer combinations exceeding lengths otherwise not allowed on the highways of many states, including California, to use state highways or segments of state highways as long as location service needs are justified and federal and state minimum geometric highway design requirements are met

**Transportation Management System** – Business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system are defined as a transportation management system (TMS). A TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure for integrated advanced transportation management systems and information systems, and for electronic toll-collection systems.

**Vehicle Miles Travelled** – The sum of miles travelled by motor vehicles in all traffic lanes between two points on a road segment or ramp is defined as vehicle miles travelled Visitor Day – One person visiting a national forest in a twelve-hour period.

**APPENDIX B  
Factsheets  
Segment 1:**



Segment 1 begins at Alpine/Mono county line at Sonora Pass to easterly winter closure gate at west end of Pickel Meadow.

**Planned and Programmed Projects and Strategies**

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Thin Blanket	Planned	MNO 0.0/15.15	Caltrans Recommendation	Roadway	Long Term

Current Facility	2C	AADT	1,320	Truck AADT	28	Speed Limit	55
Concept Facility	2C	VMT	19,998	Truck % of AADT	2.14	Shoulder Width	2-5
Present LOS	B	Peak Hour VMT	3,546	ROW	30-50	Functional Classification	Minor Arterial

**Segment 2:**



Segment 2 begins at Easterly winter closure gate at west end of Pickel Meadow to Route 395 at Sonora Junction.

**Planned and Programmed Projects and Strategies**

Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
Truck Turn Around	Planned	MNO 9.9/10.1	Caltrans Recommendation	Operational Improvement	Short Term
Thin Blanket	Planned	MNO 0.0/15.15	Caltrans Recommendation	Roadway	Long Term

Current Facility	2C	AADT	1,560	Truck AADT	33	Speed Limit	55
Concept Facility	2C	VMT	23,634	Truck % of AADT	2.14	Shoulder Width	1-8
Present LOS	B	Peak Hour VMT	3,710	ROW	50	Functional Classification	Minor Arterial



**APPENDIX C  
Resources**

- Caltrans TASAS: February 12, 2015 *Traffic Accident Surveillance and Analysis System Highway Sequence Listing (w/cities), District 09*
- California Legislature *California Streets and Highways Code, Section 253.7*
- California Legislature *California Streets and Highways Code, Section 263.7*
- California Legislature *California Streets and Highways Code, Sections 164.3 and 164.15*
- U.S. Department of Transportation Federal Highway Administration, FHWA: January 06, 2014 *National Highway System* map
- Caltrans Highway System Engineering: August 05, 2011 *California Road System, Maps 10-J, 10-K, 11-J, and 11-K*
- Caltrans Legal Truck Access unit: April 23, 2014 *Truck Networks on California State Highways, District 9*
- Caltrans Transportation Planning, Headquarters: May, 2012 *Regional Transportation Planning Contacts*
- California Environmental Protection Agency, Air Resources Board: March 23, 2012 *California Air District Map for District Rules*
- Caltrans Division of Structures: August 28, 2000 *Sardine Creek Bridge (replace) General Plan*
- Caltrans Division of Structures-Design 5: September 17, 1981 *Wolf Creek Bridge, General Plan*
- California Division of Highways Bridge Department: November 1, 1943 *Bridge Across West Walker River Near Sonora Junction in Mono County, General Plan*
- Caltrans Division of Maintenance, Structure Maintenance Design: January 2, 2012 *Route 108, 182, & 395 Bridges, General Plan No. 1*
- California Division of Highways: September 15, 2015 *Bridge Inspection Report, Bridge 47-0064*
- California Division of Highways Contract 90000183, Sheets 1–7
- Officer Archer, Bridgeport office, California Highway Patrol–Robert Rubinstein, Caltrans District 9 Transportation Planning telephone conversation, 9:30 AM, July 28, 2016 re: location and frequency of helping clear jack-knifed over length tractor-trailer combinations blocking Route 108 in Segment 1
- Caltrans Central Region Project Delivery: July 6, 2015 *Truck Restriction Report California State Route 108*
- <https://www.reference.com/vehicles/average-length-car-2e853812726d079d> average length of vehicles for bottleneck length evaluation