

# Mono County Local Transportation Commission

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## **SPECIAL MEETING AGENDA**

**October 3, 2016** – 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 August 8, 2016 – **p. 1**
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
  - A. Reds Meadow Road status report (verbal update)
  - B. Transportation funding legislation (verbal update)
6. **TRANSIT**
  - A. Eastern Sierra Transit Authority (ESTA)
    1. Resolution R16-13: Approve PTMISEA FY 2014-15 & residual funding for purchase of rolling stock (*Jill Batchelder*) – **p. 5**
    2. June Lake shuttle recap (*Jill Batchelder*) – **p. 8**
    3. Mammoth area transit ridership (*Jill Batchelder*) – **p. 10**
  - B. Yosemite Area Regional Transportation System (YARTS)
7. **QUARTERLY REPORTS**
  - A. Town of Mammoth Lakes – **p. 12**
  - B. Mono County – **p. 15**
  - C. Caltrans – **p. 19**
8. **CALTRANS**
  - A. Report activities in Mono County & provide pertinent statewide information
9. **INFORMATIONAL**
  - A. Vibrant Communities & Landscapes: A Vision for California in 2050 – **p. 26**
  - B. Airport fence letters to USFS – **p. 32**
10. **UPCOMING AGENDA ITEMS**
11. **ADJOURN** to November 14, 2016

***More on back...***

**\*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

August 8, 2016

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

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

**COUNTY STAFF:** Scott Burns, Gerry Le Francois, Megan Mahaffey, CD Ritter

**TOWN STAFF:** Grady Dutton, Haislip Hayes

**CALTRANS:** Brent Green, Ryan Dermody, Cory Freeman, Brandon Fitt, Mark Heckman

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**1. CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Vice-Chair Tim Fesko called the meeting to order at 9:08 a.m. at the Board of Supervisors meeting room, Sierra Center Mall, Mammoth Lakes, and attendees recited pledge of allegiance to the flag.

**2. PUBLIC COMMENT:** None

**3. MINUTES:** Delay approval of minutes of June 13, 2016 (no July meeting) to Sept. 12.

**4. COMMISSIONER REPORTS:** None except Holler, who mentioned a meeting on Paradise fire.

**5. EASTERN SIERRA WILDLIFE COLLISION REDUCTION STUDY:** Ryan Dermody stated Caltrans is good at planning and engineering, but can't do it alone. Need CDFW. Open discussion after study.

**Tim Taylor**, California Department of Fish & Wildlife, has been in his role 18 years, in Eastern Sierra 33 years. Familiar with wildlife issues in county and roadkill on 395 study area involving large and meso-carnivores as well as mule deer. No project yet.

Road ecology: Potential impacts, changes in quality of or loss of habitat. Two-lane sections of 395 will be expanded, so incorporate wildlife mitigation. Costly to add any type of crossing. Reduced habitat quality: road noise affects sage grouse and other birds. Improved habitat with bitterbrush attracts deer. Impacts to landscape: animals moving across highway, trying to figure out mitigation measures. Landscape connectivity is needed. Barrier effects for amphibians, less-mobile species like badgers. Direct mortality. Barn owls hunt along road margins. Mortality occurs when eagles, bears, coyotes, and bobcats scavenge carcasses along roadway.

Mono deer herd is most conspicuous. Six herds, population ~ 10,000. Five herds come into contact with highway, winter in Nevada, back west in spring on Sierra slopes. Deer spend lots of time in spring/summer in holding areas after months of losing fat. Migration corridors are numerous, covering large expanses (20 mi wide). Deer walk same routes year after year, fawns taught by does. All routes bisect highway.

Sierra offers lush, green habitat best for fawning. The 1,667 fatalities go unreported by as much as 80%. Carcasses are scavenged by bears, people. Road kills disappear. Sierra has great summer range near Mammoth. Deer cross highways multiple times. Road kill occurs in two-lane sections of 395.

White Mountain herd moves up and down, does not migrate. Round Valley herd winters outside Bishop in Sherwin holding area for 6-7 weeks, then migrate to west side. Some travel 100 mi one way to have babies. Lots of energy is used to get where they're going. One deer went clear over to Oakhurst. Deer settle into Sherwin holding area, eating good food to put on fat to cross Sierra passes. Forage heavily till reach adequate weight, then off to summer ranges. Holding area overlaps highway. McGee is hot spot for fatalities, as deer living as residents cross back/forth across highway. They arrive early to mid-April to get resources they need.

Highway mitigation for wildlife mortality: Deer whistles, reflectors show no consistent success. Signs seem not to work. Crossing structures seem to work: under, over, culverts. Need deer-proof fencing to funnel deer. Habitat modification. Road kill data suggest getting deer off roadway. Multiple species use project area. Bobcats and raccoons need to cross highway too. Need open space both sides in perpetuity. Some is LADWP land, some Caltrans.

Disadvantages: Cost of new structures. Flat land, so no drainage. Long distance between crossing structures, need to be closer together. People out in Long Valley doing stuff could affect wildlife. Consider wide range of species: Sage grouse can't get over 10' fence. Mountain lions follow deer, move across highway. Good for deer maybe not good for other species. Have good road kill data. Need track mounts, video surveillance. Set up cameras where animals cross roadways. Go out daily to record wildlife kill. Caltrans can't always be there. GPS data collars are installed by CDFW. Airport fence creates a real challenge to get to crossings. Convict Creek, Industrial park areas. Lack of topography. Balance biodiversity benefits. How to get best project at best cost to allow safe passage of deer. Agencies can spend a lot of money, so make sure it's going to work. How impact human activity?

**Cory Freeman**, Caltrans, noted conflicts mentioned on social media and information releases. Mammoth Creek undercrossing has deer fence on both sides of highway. Seasonal signage with flashing beacons. Deer mortality was focus, but considered all wildlife. Most conflicts occur on US 395 from Morrison to Benton Crossing Road, where six hot spots stood out. Crowley Lake Drive to SR 203 has clusters of road kill. Lack of terrain features, airport, width of facility. Variation of crossing structures: Funnel wildlife to get there. Colorized fencing, 8' tall. Scenic highway sensitivity.

Freeman outlined six concepts. Portable signage is used during migrations when conflicts are highest, but people grow accustomed, then ignore. Clashing beacons get attention at first. Summary of costs. Deer whistles don't work. Doppler/IR technology is very sensitive setup. People ignore just like static signs. Fencing: Electric fencing short in height, with less visibility, less aesthetic impact. Reflectors/mirrors do not get good results.

Numerous states have 150'-wide crossing structures. Willows at Mammoth Creek reduce visibility for deer.

**Question/Answer:** Johnston noted that issues have been discussed by LTC/Caltrans a long time. Project at Sonora Junction after studies showed hot spot seems to have disappeared off radar. Lots of money spent. Dermody cited environmental issues and insurmountable hurdles. Now, it's wrong location, not good use. Culverts were sent to another project.

Freeman stated undercrossing below highway itself is large, expensive solution. Lots of snow fencing, but need more in high blizzard area. Use snow fencing structures as [wildlife] fencing. Metal, green color. Costs mitigated by snow fence/deer fence on one side of highway. Aesthetics of fence hardly noticeable. Most people don't recognize Hwy 580 in Reno area as deer fence. Overcrossings are most visible, unlike fences. Airport does not have as many hot spots.

Freeman noted vertical relief north of industrial park, but over vs under still have 120' to cross. Overcrossings need fill material, whereas undercrossings can flood in springtime. Check water tables. Johnston mentioned well data on water depth at industrial park.

Freeman stated undercrossings are less expensive. Airport staff met with facilities staff, planned project in summer 2017. Difficult to do overcrossing due to 1.7 miles of airport fence.

Snow fence? Taylor stated potentially could work, but gaps exist and deer crawl beneath. Freeman suggested looking at it in further study.

Working with USFS? Freeman: Yes, on board with fencing.

Hogan suggested integrating projects.

Taylor recalled fence was established first, with unknown effects. Deer hit fence, cross back onto roadway. Maybe another fence. Tough issue. Two miles is long way to get species to undercrossing. No more than a mile is preferred. Not want to make it worse for wildlife than it already is. CDFW agreed to lead study, gather data, analyze where crossings are, and help plan projects. Hogan suggested phases for data collection, joint planning both sides of highway. Dermody stated feasibility study eventually may be a project.

Wentworth saw funding in both agencies. Airport ready for significant amounts of money. Town staff is coordinating good flow of information. Freeman met with Town in February.

NEPA process for airport? Done. Studies are undermining what already was decided. Wentworth stated ESCOG (Eastern Sierra Council of Governments) meeting had FAA reps look at collaboration between counties. Variety of grants available may provide funding. Effects at airport might intersect study.

Holler stated drivers are desensitized to signs. Taylor noted nothing constructed for long time. Try something innovative, eye-catching. But, liability issues arise if car hits deer beyond designated area.

Freeman opined that CMS (Changeable Message Signs) have more impact than static signs. Holler suggested portable sign without massive study.

Hogan thought static signs are not noticed. Studies take time, can't throw money and make it happen. What about Mammoth Creek?

Taylor blamed poor fencing, largely unsuccessful. People and dogs walk through there. Deer less apt to use at night. Need to identify species using, how using, where trails come through. CDFW agreed to be lead, but



needs funding. Maybe 395/203 highway stewardship program with agencies, foundations, land trusts, etc. Takes time despite in-house expertise. Taylor identified need for more than one crossing.

Hogan saw long-term programs, but short-term fixes. Try fixes that don't need studies.

**PUBLIC COMMENT: Lynn Boulton**, Lee Vining, stated Banff area has overpasses. Some animals work better with underpasses, as secretive animals go under. She recommended "Wildlife Corridors."

**Liz O'Sullivan**, Paradise Estates, commended Caltrans for the study. She was amazed to hear how long it's going to take. In traveling [Eastern Sierra] since 1992, problem has gotten worse. Not even a project yet, may take years. Fence at airport could make it worse. How many more deaths and injuries? It's been a problem for quite a while. Alarmed at 10-yr deer study, not much out of it. Animals are dying constantly, creating damage to vehicles. Move forward as quickly as possible.

**Karen Ferrell-Ingram**, Swall Meadows, has followed this issue for years. Move forward with all haste. Animals killed, public safety risk. Urgency, offered help. Lower speed limit around hot spots? Facility maintenance by Caltrans? Cutting willows is no easy task. Fund long-term maintenance.

Freeman noted fluctuation, lots of variables such as snowpack. Deer seek opportunity to cross highway.

Taylor stated holding area extends clear to Mammoth meadow. In snowy years deer spend more time near roadway. In light snow years, more widely dispersed. Increasing number of summer-resident animals; 75% would go to west side, but not now as forage is not as good.

**John Peters**, Bridgeport, who was unable to view PowerPoint, asked about herds north of Conway Summit.

Dermody stated if stewardship group finds grant programs, could provide mechanism for Caltrans. Maintenance folks are so busy, lots of unknowns. Freeman thought CMS (Changeable Message Sign) system could slow speeds.

Hogan saw signage as first project. Look at Mammoth Creek because airport fence is going in, and could funnel deer back onto highway.

Fesko saw this meeting as step one. People have been talking about it long time. Continue dialog.

--- Break: 10:45-11:00 ---

## 6. LOCAL TRANSPORTATION

**A. RSTP (Regional Surface Transportation Program):** Megan Mahaffey mentioned use of funds for striping, etc.

Hogan suggested "money from heaven" could be used on signs and fencing. Mahaffey indicated money could be used for wildlife mitigation. Bring back later. Holler thought another issue might come up, so look at larger scope of projects.

**MOTION:** Accept 2015-16 RSTP allocation & authorize LTC director's signature. (Johnston/Hogan.  
Ayes: 5-0. Absent: Stump.)

**B. Triennial audit:** Copies of triennial audit were distributed. No findings or recommendations were found as part of the audit. The only recommendation for improvement as part of the functional review was for the LTC to review financial statements quarterly.

**C. Reds Meadow Road:** Haislip Hayes noted goal of FLAP (Federal Lands Access Program) application in January, long-term maintenance, Work with USFS on cooperative road agreements.

Presentation to Town Council? Wentworth wanted to thoroughly vet it, bring back to LTC. Looking through sustainable recreation lens.

Hayes is asking for agreements well in advance. Madera County will be part of conversation.

## 7. TRANSIT

**A. ESTA (Eastern Sierra Transit Authority):** Jill Batchelder was not able to attend, so move to next meeting. Holler indicated ESTA may extend Reds-DEPO service in fall. Fesko noted numbers are up 20% on highway. Wentworth confirmed unprecedented visitation levels, testing holding capacity of area.

**B: YARTS (Yosemite Area Regional Transportation System):** AAC (Authority Advisory Committee) met July 13, JPA (Joint Powers Authority) followed later. July 4 saw total gridlock. Fresno trying to get its act together, stretch money out to summer only.

Hogan stated politics are involved. When have something successful, money comes. Fresno was pilot project.

Burns noted YARTS thought had big player for short-range transit plan.

Hogan: Cindy was hired to do Fresno job, unsure how to fund her half year. Dick Whittington approaches retirement, scramble to find grant funds.

## 8. CALTRANS

**A. SR 167 TCR (Transportation Concept Report):** Mark Heckman presented TCR for SR 167. Possible development out there. Only real improvements are widen shoulder to minimum 5', pave driveway aprons. Comment deadline: Aug. 22.

Johnston proclaimed SR 167 as the longest, straightest road in California. Fesko drives SR 167 four to five times a year. Not many cyclists, but noticed lack of shoulders.

**B. Marina Fire:** Brent Green stated guard rail completed, some excavation for potential mudflows, rock fencing south and north of marina. Completion set for Aug. 19. Waiting for contractor information on next project: 10'-13' fence to stop rockfall, mudflow. Maintaining integrity of K-rail is important. USFS assessment team noted concerns. No determination on source of fire.

**C. CTP (California Transportation Plan) 2040:** Mark Heckman noted CTP will be updated every five years for next 25 years. First to talk of multi-modal, clean fuels, future technologies. Goal is to work with transportation agency through OWP (Overall Work Plan).

Heckman noted funding through CTC looking for GHG (Greenhouse Gas) strategies, multi-modal. Is Town improving these areas? Big document out of SB 391. Wentworth mentioned parking in Mammoth Lakes, feet first, and road striping to integrate bicycle movement.

Johnston noted deer fencing project was based on climate change and safety, environmental stewardship. Funding could come from cap and trade, not Caltrans.

**D. Activities in Mono County & pertinent statewide information:** Ryan Dermody described first two weeks in August as busiest of year. Green cited Bridgeport project impacts. Walker not likely for construction this year. Same contractor. Dermody noted traffic control in Mono, construction season.

Dermody indicated ruck traffic RFP (Request for Proposals), contractor on board in February, need a year to study, so 2018.

Wentworth wanted Digital 395 incorporated.

Fesko thought Tesla factory would impact US 6, which would be big corridor in years to come.

Dermody mentioned connecting 580 to 50.

Pedestrian fatality on SR 203? Holler stated investigation is under way.

## 9. Informational: No items

## 10. Upcoming agenda items: None. Adjourn at 11:30 a.m. Maybe cancel September meeting.

*Prepared by CD Ritter, LTC secretary*

October 3, 2016

## STAFF REPORT

Subject: PTMISEA FY 2014-15 and residual funding for the purchase of rolling stock

Initiated by: Jill Batchelder, Transit Analyst

### RECOMMENDATION

Approve Resolution R16-13 allocating \$176,608 of FY 2014-15 and Residual Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA) funds and \$7,328 of interest earned on closed-out PTMISEA projects for a total of \$183,936 for the purchase of rolling stock, and authorizing the Eastern Sierra Transit Authority's executive director to complete and execute all documents for PTMISEA plan submittal and allocation requests.

### FISCAL IMPLICATIONS

The PTMISEA program funds provides 100% funding for approved capital projects related to transportation improvements to Eastern Sierra Transit as the local public transit operator. The funding is broken down as follows:

Agency	FY	Amount
Mono - 99313	2014-15	\$130,627
ESTA - 99314	2014-15	\$ 41,866
Mono - 99313	Residual	\$ 3,196
ESTA - 99314	Residual	\$ 919
Mono - interest remaining from the Mammoth Facility Project	Interest	\$ 6,091
Mono - interest remaining from the Utility Truck Project	Interest	\$ 1,237
<b>Total Funds Available</b>		<b>\$183,936</b>

The residual funds are moneys that have not been utilized across the state because of administrative saving and uncompleted projects. This time the residual funding is being redistributed by formula. PTMISEA funds are available based on Prop 1B bond sales. The interest was earned from previous projects that have been closed out, with \$6,091 in interest remaining from the Mammoth facilities project and \$1,237 remaining from the utility truck project. The bond sale is expected to proceed in the spring of 2017.

## **ANALYSIS/DISCUSSION**

The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion was allocated to PTMISEA to be available to transit operators over a 10-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controllers' Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue (99314 Funds) and 50% to Regional Entities based on population (99313 funds).

Staff proposes allocating \$183,936 of PTMISEA FY 2014-15 residual funds and remaining interest from previous projects for the purchase of one Class B 15-passenger fully ADA-accessible gasoline cutaway vehicle at an estimated price of \$85,000 and one Class C 20-passenger fully ADA-accessible gasoline cutaway vehicle at an estimated price of \$90,000 for public transit service in the Mammoth Lakes area. There is a 5% contingency in the funding for possible increase in vehicle purchase price.

**RESOLUTION R16-13**

**A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION FOR THE FY 2014-15, RESIDUAL PUBLIC AND REMAINING INTEREST ON TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT BOND PROGRAM FUNDS, ALLOCATING \$183,936 FOR THE PURCHASE OF ROLLING STOCK AND AUTHORIZING ESTA'S EXECUTIVE DIRECTOR TO COMPLETE AND EXECUTE ALL DOCUMENTS FOR PTMISEA PLAN SUBMITTAL & ALLOCATION REQUESTS**

**WHEREAS**, the Eastern Sierra Transit Authority is an eligible project sponsor and may receive state funding from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) now or sometime in the future for transit projects; and

**WHEREAS**, rolling stock purchase is an eligible project under PTMISEA; and

**WHEREAS**, the statutes related to state-funded transit projects require a regional entity and operators to abide by various regulations; and

**WHEREAS**, Senate Bill 88 (2007) named the Department of Transportation (Department) as the administrative agency for the PTMISEA; and

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

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

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

**NOW, THEREFORE, BE IT FURTHER RESOLVED** by the Mono County Local Transportation Commission that \$183,936 of FY 2014-15, residual and remaining interest on PTMISEA funds are to be allocated to the purchase of rolling stock.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that executive director of Eastern Sierra Transit Authority be authorized to complete and execute all required documents of the PTMISEA program and any amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** this 3<sup>rd</sup> day of October 2016, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

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

ATTEST:

\_\_\_\_\_  
CD Ritter  
MCLTC Secretary

October 3, 2016

## STAFF REPORT

Subject: June Lake Shuttle Recap

Initiated by: John Helm, Executive Director, Eastern Sierra Transit Authority

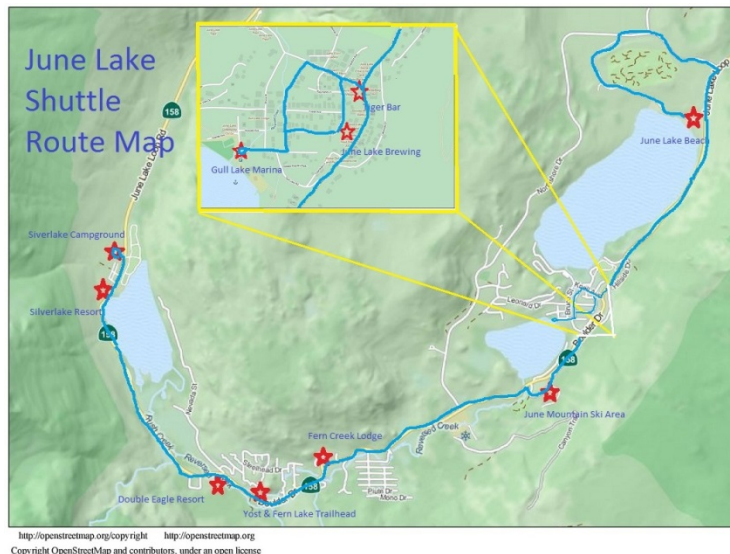
### BACKGROUND

In fiscal year 2014/15, state Local Transportation Fund (LTF) revenue exceeded projections which resulted in additional revenues available for transit in FY 2015/16. These unanticipated funds provided an additional \$15,724 for service in 2015/16. ESTA proposed to the Local Transportation Commission that these funds be used for a new summer seasonal service in the June Lake area.

### ANALYSIS

As a result of the unexpected LTF funds from FY 2014/15, a new seasonal shuttle service was implemented in the June Lake area this past summer. Service commenced on Saturday June 25<sup>th</sup> and continued daily through Labor Day (9/5). The service provided access to June Lake from Mammoth Lakes with a departure from the Village at 8:30am and a return trip departing June Lake Beach at 5:00pm. During the day, the bus provided hourly service along a fixed route travelling between June Lake Beach and Silver Lake Campground, with multiple stops in June Lake Village. A map of the route is depicted at right:

Ridership on the route was disappointing this summer. A presentation was made at the Community Advisory Committee meeting in the spring of 2016 and community representatives at that meeting were very excited about the new service. The new service was announced on local media including radio and newspaper, as well as frequent mention on ESTA's website and Facebook page. The Mammoth Chamber of Commerce was also advised of the service. Bus stop posters were posted at all stops detailing the route, as well as the timing of the service at the individual stops. 3" by 8" cards detailing the route and the schedule were also distributed to local business on two separate occasions during the operating season. Despite these marketing efforts, ridership was very low. Ridership statistics are detailed in the table on the following page.



**JUNE LAKE SHUTTLE 2016  
RIDERSHIP STATISTICS**

<b>RTE_DATE</b>	<b>TOTAL PASSENGER TRIPS</b>	<b>RTE_DATE</b>	<b>TOTAL PASSENGER TRIPS</b>
6/25/2016	2	8/1/2016	4
6/26/2016	0	8/2/2016	10
6/27/2016	5	8/3/2016	2
6/28/2016	18	8/4/2016	5
6/29/2016	0	8/5/2016	8
6/30/2016	3	8/6/2016	9
7/1/2016	7	8/7/2016	2
7/2/2016	4	8/8/2016	3
7/3/2016	13	8/9/2016	7
7/4/2016	1	8/10/2016	2
7/5/2016	2	8/11/2016	5
7/6/2016	11	8/12/2016	6
7/7/2016	1	8/13/2016	10
7/8/2016	12	8/14/2016	5
7/9/2016	9	8/15/2016	2
7/10/2016	21	8/16/2016	1
7/11/2016	4	8/17/2016	3
7/12/2016	2	8/18/2016	9
7/13/2016	8	8/19/2016	1
7/14/2016	17	8/20/2016	2
7/15/2016	6	8/21/2016	3
7/16/2016	3	8/22/2016	4
7/17/2016	2	8/23/2016	4
7/18/2016	9	8/24/2016	2
7/19/2016	1	8/25/2016	1
7/20/2016	1	8/26/2016	1
7/21/2016	9	8/27/2016	7
7/22/2016	8	8/28/2016	5
7/23/2016	3	8/29/2016	14
7/24/2016	1	8/30/2016	5
7/25/2016	10	8/31/2016	4
7/26/2016	2	9/1/2016	4
7/27/2016	1	9/3/2016	18
7/28/2016	12	9/4/2016	13
7/29/2016	7	9/5/2016	1
7/30/2016	3		
7/31/2016	5		
<b>JUN/JULY TOTAL</b>	<b>223</b>	<b>AUG/SEPT TOTAL</b>	<b>182</b>
<b>AVG./DAY</b>	<b>6.03</b>	<b>AVG./DAY</b>	<b>5.2</b>
		<b>SEASON TOTAL</b>	<b>405</b>
		<b>AVG./DAY</b>	<b>5.63</b>

October 3, 2016

**STAFF REPORT**

Subject: 2016 Mammoth Area Transit Ridership

Initiated by: John Helm, Executive Director, Eastern Sierra Transit Authority

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**ANALYSIS**

Transit ridership in the Mammoth area for the summer of 2016 set records by exceeding the previous record year, 2015, by 5%. Particularly strong ridership gains were posted for the Lakes Basin Trolley route and the Purple Line. The Dial-a-Ride service also posted a very strong percentage gain over 2015 (+43%). Reds Meadow Shuttle ridership exceeded 2015 by 7,680 passenger trips, which is even more impressive given that the service operated 7 fewer days in 2016 due to a later start in June. Passenger trips per hour, which is a measure of the efficiency of the transit service, increased by 10% overall in the Mammoth area in 2016. The 2016 Summer Mammoth Area transit ridership statistics and comparisons to 2015 are detailed in the tables on the following page.



## \SUMMER 2016 MAMMOTH AREA TRANSIT RIDERSHIP

ROUTE	PASSENGER TRIPS	FARES	SERVICE MILES	SERVICE HOURS	TRIPS PER SERVICE HOUR
DIAL A RIDE	953	\$1,636.20	1,794	548.58	1.74
GRAY	10,136	\$0.00	20,629	1,086.62	9.33
LAKES BASIN	41,654	\$0.00	17,944	1,484.73	28.05
MEASURE U	6,350	\$0.00	1,335	125.22	50.71
PURPLE	27,372	\$0.00	12,756	1,084.68	25.24
TOWN TROLLEY	106,805	\$0.00	34,664	2,694.18	39.64
WHITMORE	23	\$37.50	3,440	86.50	0.27
REDS MEADOW	186,462	\$547,819.00	59,362	4,664.00	39.98
<b>TOTAL</b>	<b>379,755</b>	<b>\$549,492.70</b>	<b>151,924</b>	<b>11,775</b>	<b>32.25</b>

### VARIANCE FROM 2015

DIAL A RIDE	286	\$146.60	-253	-6.17	0.53
GRAY	-363	\$0.00	13	-2.06	-0.32
LAKES BASIN	4,543	\$0.00	-448	2.06	3.03
MEASURE U	209	\$0.00	-224	-10.33	5.41
PURPLE	1,925	\$0.00	71	2.78	1.71
TOWN TROLLEY	4,436	\$0.00	284	14.70	1.44
WHITMORE	-47	-\$141.50	160	4.50	-0.59
REDS MEADOW	7,680	\$13,528.00	-7,697	-571.00	5.83
<b>TOTAL</b>	<b>18,669</b>	<b>\$13,533.10</b>	<b>-8,094</b>	<b>-565.51</b>	<b>2.99</b>

### % VARIANCE FROM 2015

DIAL A RIDE	43%	10%	-12%	-1%	44%
GRAY	-3%		0%	0%	-3%
LAKES BASIN	12%		-2%	0%	12%
MEASURE U	3%		-14%	-8%	12%
PURPLE	8%		1%	0%	7%
TOWN TROLLEY	4%		1%	1%	4%
WHITMORE	-67%	-79%	5%	5%	-69%
REDS MEADOW	4%	3%	-11%	-11%	17%
<b>TOTAL</b>	<b>5%</b>	<b>3%</b>	<b>-5%</b>	<b>-5%</b>	<b>10%</b>

## Mono County Local Transportation Commission

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

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

### LTC Staff Report

**TO:** Mono County Local Transportation Commission

**MEETING DATE:** October 3, 2016

**FROM:** Grady Dutton, TOML Public Works Director

**SUBJECT:** Town of Mammoth Lakes LTC Projects

**RECOMMENDATIONS:** Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

**FISCAL IMPLICATIONS:** n/a

**ENVIRONMENTAL COMPLIANCE:** Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

**RTP / RTIP CONSISTENCY:** All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

**DISCUSSION:**

<b><u>PROJECT</u></b>	<b><u>Design Features</u></b>	<b><u>STATUS</u></b>
<p>STIP TE Funds ATP Funds</p> <p><b>Minaret Road Gap Closure Project</b> State and Federal Funds</p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path from near the Old Mammoth Road/Minaret Road intersection generally along the south side of Mammoth Creek to Mammoth Creek Park West. CTC approved the funds January 2013. Staff has received an ATP Grant in the amount of \$847,000 for Right-of-Way, design and construction. Environmental analysis underway.</p>

<p><b>Lake George Connector Path</b></p> <p>Sarbanes Transit in Parks FTA Grant Program</p> <p>Federal Funds</p>	<p><i>Class 1 Bike Lane</i> <i>New Trolley</i> <i>New Bike Trailers</i></p>	<p>The Town received a \$1.3 million FTA grant to construct a class 1 connector path from the Lakes Basin Path at Pokonobe Lodge to Lake George Road. The project is complete. Ribbon cutting held September 30.</p>
<p><b>Rt 203 (West Minaret Rd) Sidewalk Safety Project</b></p> <p>STIP Funds</p>	<p>Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. The Town has selected a consultant for environmental and PS&amp;E work. Staff is currently working with Caltrans to complete these phases.</p>

<b><u>Project</u></b>	<b><u>Design Features</u></b>	<b><u>Status</u></b>
<p><b>Rt 203 (North Main St.) Sidewalk Safety Project</b></p> <p>STIP Funds</p>	<p>Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street. Bike Lanes</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project was awarded on September 7 in the total amount of \$2,537,400. STIP funding: \$2,000,000. Private (Mammoth View Project) and Town funds for remainder.</p>

## **Mammoth Yosemite Airport**

<b><u>Project</u></b>	<b><u>Design Features</u></b>	<b><u>Status</u></b>
<i>Wildlife Hazard Assessment and Management Plan</i>  <i>FAA and PFC Funds</i>	<i>Prepare wildlife hazard assessment for airport and five mile radius.</i>	Wildlife study complete. FAA approval received May 2015. Wildlife Hazards Management Plan complete. USFA are completing their NEPA process for fence alignment. FAA has awarded grant for final design. Working with Caltrans on issues outside the scope of this project.

# Mono County Local Transportation Commission

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## LTC Staff Report

**TO:** Mono County Local Transportation Commission

**DATE:** October 3, 2016

**FROM:** Garrett Higerd, Assistant Public Works Director

**SUBJECT:** Update on Mono County LTC Projects

**RECOMMENDATIONS:** Receive quarterly update from Mono County regarding current status of transportation projects.

**FISCAL IMPLICATIONS:** n/a

**ENVIRONMENTAL COMPLIANCE:** Environmental compliance is determined during appropriate component of project development on a project by project basis.

**RTP / RTIP CONSISTENCY:** These projects are programmed in previous STIP cycles. Consistency with the RTP/RTIP was established at time of programming.

**DISCUSSION:** Status of current projects is as follows:

**State Transportation Improvement Program (STIP)**

<b>PROGRAMMED PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>STATUS</b>
County-wide Preventative Maintenance Program	This project would utilize the updated 2013 Mono County Pavement Management System (PMS) and Best Management Practices (BMPs) to protect roads that were rehabilitated between five and fifteen years ago.	This project (\$1.15M) is programmed for construction in FY 2018/19.
Airport Road Rehab (STIP)	Rehabilitation of roads providing access to the Mammoth/Yosemite Airport including 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road. Addition of two four-foot wide bike lanes and a minor re-configuration of the intersection.	This project (\$1.273M) is programmed for construction in FY 2020/21.

**Other Grants**

<b>Systemic Safety Analysis Report (SSARP)</b>	<b>This project will inventory and assess Mono County’s roadside safety and guardrail systems, striping, pavement markings, retroreflective signage and identify opportunities to improve multi-modal safety.</b> The long term goal is to use this information to strengthen future Highway Safety Improvement Program (HSIP) grant applications that would fund these types of safety improvements.	Public Works staff submitted a grant application in March and received notice that we were successful in May. <b>This \$45,000 grant has been allocated.</b> The project requires a 10% local match (\$5,000) which can be met with in-house labor contributions.
<b>Stock Drive Realignment Project at Bryant Field, Bridgeport</b>	The Stock Drive Realignment Project will realign approximately 575 linear feet of Stock Drive and Court Street adjacent to the southern property boundary of Bryant Field and reconstruct the Court Street/State Highway 182 intersection.	This project (\$506K) is funded by a Federal Aviation Administration (FAA) grant covering 90% of the cost and a California Department of Transportation - Division of Aeronautics matching grant covering approximately 4.5% of the remainder.  <b>This project is under construction and will be completed in 2016.</b>

**Potential Future Projects (in no particular order)**

<b>POTENTIAL PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>POTENTIAL FUNDING OPPORTUNITIES</b>
Reds Meadow Road	Reconstruct 8.3 miles of road and potentially widen the upper 2.5 miles to two lanes. Estimated from \$7M - \$29M  TOML lead applicant with support from INF, Mono, and Madera.	Federal Lands Access Program (FLAP) – <b>Applications for the next round due January 2017. w/ ESTA fare and stakeholder match?</b>
Safety Improvements - Signage, striping, guardrail, rockfall, intersection, bike/ped, and calming	Locations to be determined by the SSARP report.	Highway Safety Improvement Program (HSIP). <b>Data from the SSARP Report will be used to prepare Benefit/Cost Ratio analysis to identify competitive HSIP projects.</b>
Eastside Lane Bridge Maintenance	Preserve existing bridge deck. Estimated at \$50,000	Local Funding as part of a Bridge Investment Credits (BIC) program. FHBP?
Cunningham Bridge Replacement/Rehabilitation	Replace or rehabilitate a functionally obsolete wood truss bridge. Estimated at \$1.5M	Federal Highway Bridge Program (FHBP) w/ 11.47% Bridge Investment Credits (BIC) and/or STIP match?
June Lake Down Canyon Trail Project	June Lake Down Canyon trail, could be segmented into: <ul style="list-style-type: none"> <li>• Gull Lake to June Mountain through campground</li> <li>• Lower part of Yost Lake trail through Double Eagle Resort to campground</li> </ul>	<b>OWP funding for Project Implementation Document (PID)</b> ATP? Tourism/Recreation?
County-Wide Preventative Maintenance Program - 2020/21	Perform preventative maintenance on roadways based upon Pavement Management System. Stripe and upgrade signage. Estimated at \$1.15M.	STIP
Antelope Valley Streets Rehabilitation Project	Rehabilitate 17.4 miles of roads. Stripe and upgrade signage. Est. at \$17M	STIP
Mono City Streets Rehabilitation Project and Traffic Calming	Rehabilitate 2 miles of roads. Stripe and upgrade signage. Install traffic calming devices. Estimated at \$2M	STIP

<b>POTENTIAL PROJECTS</b>	<b>DESIGN FEATURES</b>	<b>POTENTIAL FUNDING OPPORTUNITIES</b>
Crowley Lake & Aspen Springs Streets Rehabilitation Project	Rehabilitate 3.14 miles of roads. Stripe and upgrade signage. Est. at \$3M	STIP
Safe Routes to School Project	<p>Bridgeport:</p> <ul style="list-style-type: none"> <li>Installation of sidewalks on US 395 to close existing gaps, permanent bulb-outs and rectangular rapid flashing beacons at School Street crosswalk, seasonal bulb-outs at Sinclair Street and mid-block crosswalk location (which includes a pedestrian refuge), pedestrian-scale lighting, and speed limit radar feedback signs. Estimated at \$434K.</li> </ul> <p>Chalfant:</p> <ul style="list-style-type: none"> <li>Add pedestrian activated crossing light system at Highway 6</li> </ul> <p>Lee Vining:</p> <ul style="list-style-type: none"> <li>Add pedestrian crossing improvements on US 395.</li> </ul>	<p>Active Transportation Program (ATP)?</p> <p>Bridgeport – <b>Application submitted June 15, 2016 for Cycle 3. If successful, funding would be programmed in FY 2019/2020 through FY 2021/2022.</b></p> <p>Chalfant and Lee Vining did not qualify as a Disadvantaged Communities in cycle 3.</p>
Virginia Lakes Road		FLAP w/ STIP match?
McGee Creek Road		FLAP w/ STIP match?
Twin Lakes Road	Widen and stripe Twin Lakes Road to include two bike 4-foot bicycle lanes. Estimated at over \$3M	<p>Federal Lands Access Program (FLAP) – w/ STIP match?</p> <p>Active Transportation Program (ATP)? Project is not likely to be competitive given the high cost and wetlands issues.</p>
Owens Gorge Road Bike Lane	Construct new class 1 bike lane connecting Owens Gorge Road to Benton Crossing Road.	ATP? Tourism/Recreation?





# Caltrans

DISTRICT 9

## Mono County Projects

Quarterly Report

October 2016

For project specific questions, please contact the appropriate Project Manager.

**Project Phase Acronyms:**

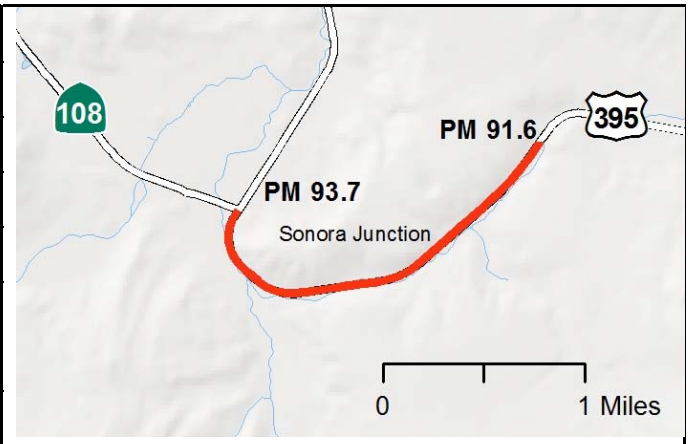
ENV – Environmental

CON – Construction

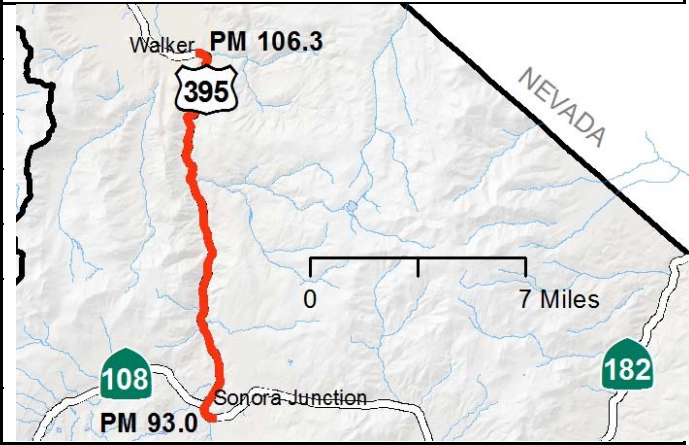
SHOPP – State Highway Operation and Protection Program



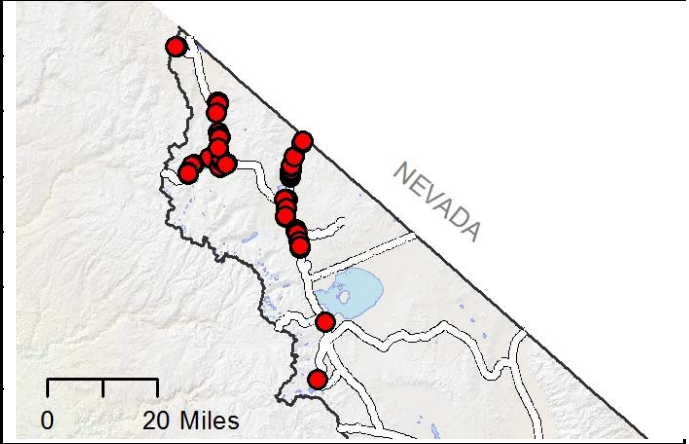
<b>Project Name:</b> Sonora Jct Shoulders	EA# 36800
<b>Location:</b> MNO 395 PM 91.6 / 93.7	
<b>Description:</b> Widen Shoulders	
<b>Project Cost:</b> \$6,600,000	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	TBD
<b>CON</b> - Expected Begin date	TBD
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361



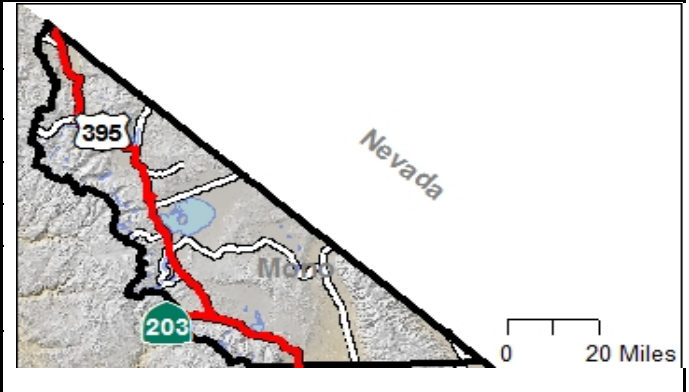
<b>Project Name:</b> Walker Canyon CAPM	EA# TBD
<b>Location:</b> MNO 395 PM 93.0 / 106.3	
<b>Description:</b> CAPM	
<b>Project Cost:</b> \$7,200,000	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	TBD
<b>CON</b> - Expected Begin date	TBD
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b> District 9 End Treatments	EA# 36770
<b>Location:</b> MNO 89, 108, 158, 182, 395 PM Various	
<b>Description:</b> Remove & replace end treatments, guardrail, & delineators	
<b>Project Cost:</b> 1,250,000 (Construction only)	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	TBD
<b>CON</b> - Expected Begin date	TBD
<b>Project Manager:</b> Dennee Alcala	Ph# 760-872-0767

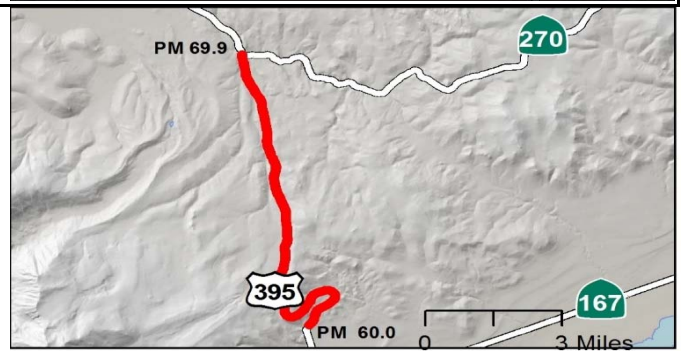
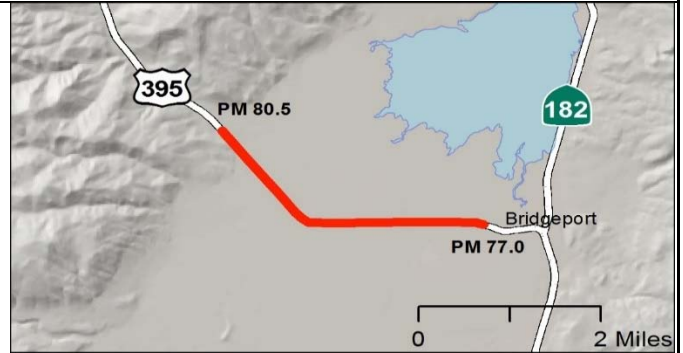


<b>Project Name:</b> Mono Wildlife Vehicle Collision Reduction	EA# 98711
<b>Location:</b> MNO 395, 203 PM ( TBD)	
<b>Description:</b> Feasibility study to address wildlife-related accidents.	
<b>Project Cost:</b> \$20,000 - \$53,247,000	
<b>Current Phase:</b> Feasibility Study Report	
<b>ENV</b> - Expected Completion date	TBD
<b>CON</b> - Expected Begin date	TBD
<b>Project Manager:</b> Dennee Alcala	Ph# 760-872-0767

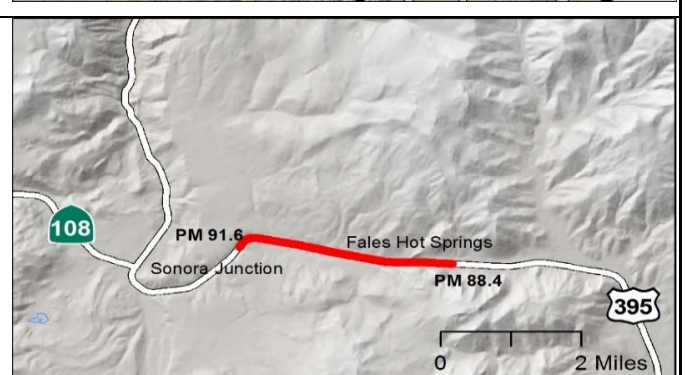
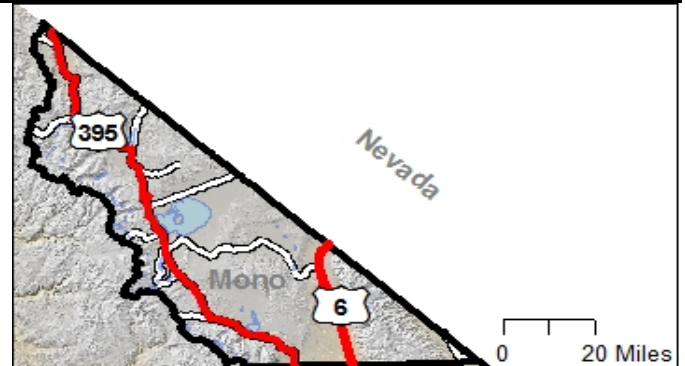
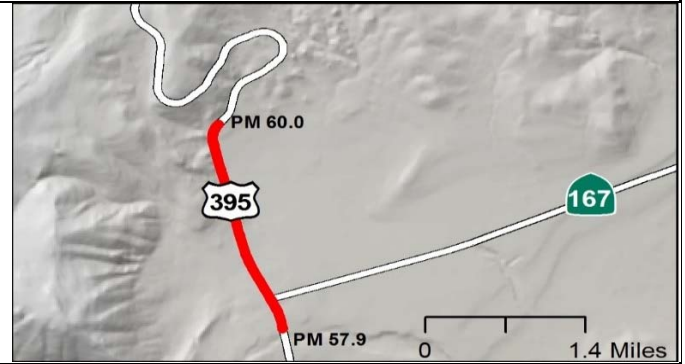
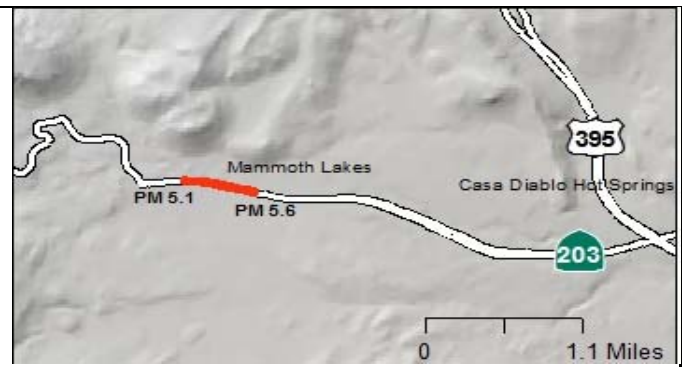




<b>Project Name:</b> Deadman CAPM	EA# 36650
<b>Location:</b> MNO 395 PM 36.1/40.1	
<b>Description:</b> Cold in-place recycle pavement strategy.	
<b>Project Cost:</b> \$2,500,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	Fall, 2018
<b>CON</b> - Expected Begin date	Spring, 2020
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Buckeye CAPM	EA# 36630
<b>Location:</b> MNO 395 PM 77.0/80.5	
<b>Description:</b> Cold in-place recycle pavement strategy.	
<b>Project Cost:</b> \$1,800,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	January, 2019
<b>CON</b> - Expected Begin date	October, 2020
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Conway Guardrail	EA# 36470
<b>Location:</b> MNO 395 PM 60.0/69.9	
<b>Description:</b> Remove existing guardrail and install Mid-West Guardrail.	
<b>Project Cost:</b> \$2,600,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	Summer, 2017
<b>CON</b> - Expected Begin date	Spring, 2019
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> North Sherwin Shoulders	EA# 36070
<b>Location:</b> MNO 395 PM 6.8/9.9	
<b>Description:</b> Widen shoulders to 10 feet just South of Toms Place.	
<b>Project Cost:</b> \$13,700,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	Summer, 2018
<b>CON</b> - Expected Begin date	Long Lead, TBD
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Lee Vining ADA	EA# 36550
<b>Location:</b> MNO 395 PM 51.1/51.7	
<b>Description:</b> Reconstruct curb ramps, driveway & repair sidewalk.	
<b>Project Cost:</b> \$1,500,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	Summer, 2017
<b>CON</b> - Expected Begin date	Spring, 2020
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361

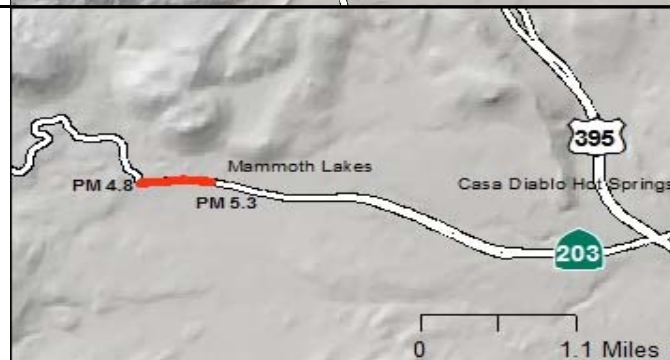
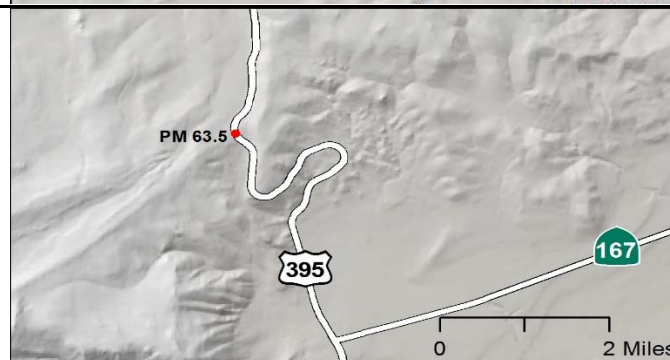
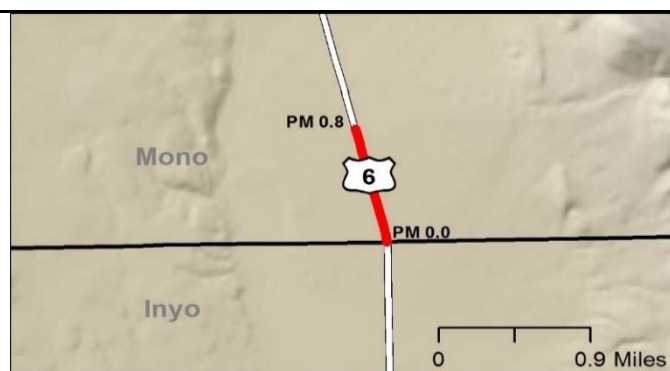


<b>Project Name:</b> Lower Main Street Sidewalks	EA# 36690
<b>Location:</b> MNO 203 PM 5.1/5.6	
<b>Description:</b> Provide pedestrian and non-motorized facilities.	
<b>Project Cost:</b> \$2,200,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	TBD
<b>CON</b> - Expected Begin date	TBD
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Conway Ranch Shoulders	EA# 36640
<b>Location:</b> MNO 395 PM 57.9/60.0	
<b>Description:</b> Widen shoulders to 8 feet.	
<b>Project Cost:</b> \$3,500,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Project Planning Phase	
<b>ENV</b> - Expected Completion date	4/1/2020
<b>CON</b> - Expected Begin date	10/1/2022
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Mono Chain Up Areas	EA# 36660
<b>Location:</b> MNO 6, 395 Various	
<b>Description:</b> Construct new chain up areas and lengthen existing.	
<b>Project Cost:</b> \$7,025,000	Cost estimates are subject to revision.
<b>Current Phase:</b> 2018 SHOPP	
<b>ENV</b> - Expected Completion date	Fall, 2018
<b>CON</b> - Expected Begin date	Spring, 2020
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767
<b>Project Name:</b> Mono Mitigation Bank	EA# 36670
<b>Location:</b> MNO Various	
<b>Description:</b> Purchase riparian & wetland mitigation credits.	
<b>Project Cost:</b> \$2,000,000	Cost estimates are subject to revision.
<b>Current Phase:</b> 2018 SHOPP	
<b>ENV</b> - Expected Completion date	Summer, 2018
<b>CON</b> - Expected Begin date	Spring, 2022
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767
<b>Project Name:</b> Aspen-Fales Shoulder Widening	EA# 34940
<b>Location:</b> MNO 395 PM 88.4/91.6	
<b>Description:</b> Widen shoulders to 8 feet, install rumble strip.	
<b>Project Cost:</b> \$7,925,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Environmental Studies	
<b>ENV</b> - Expected Completion date	Spring, 2017
<b>CON</b> - Expected Begin date	Spring, 2019
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361

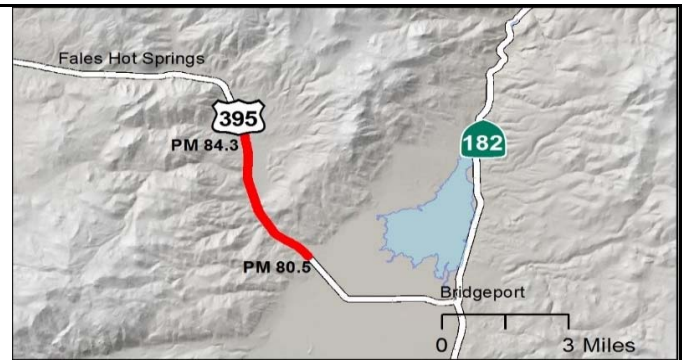




<b>Project Name:</b> McNally Shoulders	EA# 36460
<b>Location:</b> MNO 6 PM 0.0/0.8	
<b>Description:</b> Widen shoulders to 8 feet.	
<b>Project Cost:</b> \$3,800,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Environmental Studies	
<b>ENV</b> - Expected Completion date	Fall, 2016
<b>CON</b> - Expected Begin date	Spring, 2018
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Rumble strips and signs	EA# 36610
<b>Location:</b> MNO Various	
<b>Description:</b> Install signs & rumble strip at numerous locations.	
<b>Project Cost:</b> \$917,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Design	
<b>ENV</b> - 100% Completed	Spring, 2016
<b>CON</b> - Expected Begin date	Summer, 2017
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767
<b>Project Name:</b> W. Minaret	EA# 36530
<b>Location:</b> MNO 203 PM 4.6/4.8	
<b>Description:</b> Provide pedestrian and non-motorized facilities.	
<b>Project Cost:</b> \$700,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Environmental Studies	
<b>ENV</b> - Expected Completion date	CEQA CE 11/30/15
<b>CON</b> - Expected Begin date	TBD
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Virginia Lakes Turn Pocket	EA# 36420
<b>Location:</b> MNO 395 PM 63.5	
<b>Description:</b> Widen shoulders & construct a NB left turn pocket.	
<b>Project Cost:</b> \$1,000,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Environmental Studies	
<b>ENV</b> - Expected Completion date	Fall, 2016
<b>CON</b> - Expected Begin date	Summer, 2017
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> N. Main St. Sidewalk & Safety Project	EA# 36480
<b>Location:</b> MNO 203 PM 4.8/5.3	
<b>Description:</b> Provide pedestrian and non-motorized facilities.	
<b>Project Cost:</b> \$2,200,000 Cost estimates are subject to revision.	
<b>Current Phase:</b> Environmental Studies	
<b>ENV</b> - 100% Completed	2/25/16
<b>CON</b> - Expected Begin date	Summer, 2017
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361



<b>Project Name:</b> Sheep Ranch Shoulders	EA# 35080
<b>Location:</b> MNO 395 PM 80.5/84.3	
<b>Description:</b> Add 8 foot shoulders and treat 4 rockfall locations.	
<b>Project Cost:</b> \$16,574,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Design	
<b>ENV - 100% Completed:</b>	Spring, 2015
<b>CON - Expected Begin date</b>	Spring, 2017
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767



<b>Project Name:</b> Little Walker Shoulders	EA# 35780
<b>Location:</b> MNO 395 PM 93.4/95.7	
<b>Description:</b> Widen shoulders from 2 to 8 ft., install rumble strip.	
<b>Project Cost:</b> \$7,859,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Design	
<b>ENV - 100% Completed:</b>	Summer, 2015
<b>CON - Expected Begin date</b>	Summer, 2018
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767



<b>Project Name:</b> Green Lakes CAPM	EA# 36060
<b>Location:</b> MNO 395 PM 69.8/76.0	
<b>Description:</b> Rehabilitate pavement.	
<b>Project Cost:</b> \$6,132,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV - 100% Completed:</b>	Summer, 2014
<b>CON - Expected Completion date</b>	Winter, 2016
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767



<b>Project Name:</b> Bridgeport Culverts	EA# 34090
<b>Location:</b> MNO 395 PM 77.0/87.0	
<b>Description:</b> Replace or repair 40 culverts north/south Bridgeport.	
<b>Project Cost:</b> \$3,639,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV - 100% Completed:</b>	Spring, 2014
<b>CON - Expected Completion date</b>	Fall, 2016
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767

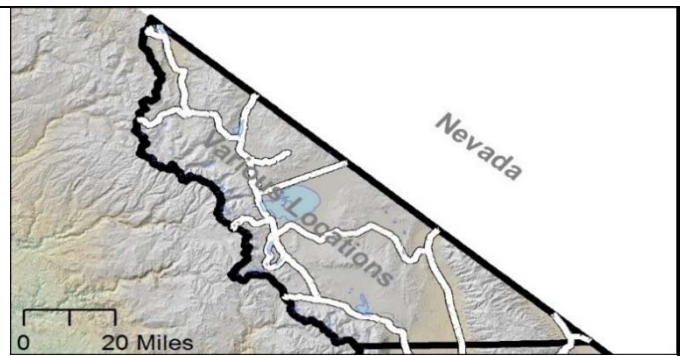


<b>Project Name:</b> Walker CAPM	EA# 36430
<b>Location:</b> MNO 395 PM 106.3/120.5	
<b>Description:</b> Cold in-place recycle pavement strategy, Walker-NV.	
<b>Project Cost:</b> \$14,300,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV - 100% Completed:</b>	Spring, 2015
<b>CON - Expected Begin date</b>	Spring, 2017
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361





<b>Project Name:</b> Inyo/Mono Bridge Transition Rail	EA# 35690
<b>Location:</b> MNO Various	
<b>Description:</b> Upgrade barrier approach rail.	
<b>Project Cost:</b> \$4,119,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV</b> - 100% Completed:	Winter, 2013
<b>CON</b> - Expected Completion date	Winter, 2016
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767
<b>Project Name:</b> Crestview Maintenance Truck Shed	EA# 35560
<b>Location:</b> MNO 395 PM 34.1	
<b>Description:</b> A new truck shed at the Crestview MS.	
<b>Project Cost:</b> \$2,200,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV</b> - 100% Completed:	10/31/2012
<b>CON</b> - Expected Begin date	Spring 2017
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Lee Vining Truck Shed Remodel	EA# 35240
<b>Location:</b> MNO 395 PM 51.5	
<b>Description:</b> Remodel Truck Shed at the Lee Vining MS.	
<b>Project Cost:</b> \$700,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV</b> - 100% Completed:	9/4/13
<b>CON</b> - 100% Completed:	8/8/16
<b>Project Manager:</b> Brian McElwain	Ph# 760-872-4361
<b>Project Name:</b> Lee Vining Rockfall	EA# 33500
<b>Location:</b> MNO 395 PM 52.1/53.7	
<b>Description:</b> Mitigate Mono Lake rockfall.	
<b>Project Cost:</b> \$10,626,000	Cost estimates are subject to revision.
<b>Current Phase:</b> Construction	
<b>ENV</b> - 100% Completed:	Summer, 2013
<b>CON</b> - Expected Completion date	Winter, 2016
<b>Project Manager:</b> Dennee Alcalá	Ph# 760-872-0767





September 2016




# Vibrant Communities and Landscapes

A Vision for California in 2050

Draft for Comment & Discussion



CALIFORNIA  
STRATEGIC  
GROWTH  
COUNCIL





## FOREWARD

Land use decisions, including development patterns, land conservation and protection, and land management practices, play a critical role in the State's future and achievement of its long-term community health, environmental, and economic goals. This vision, and set of actions included to realize it, is the result of a collaborative dialogue and a shared desire to better consider land use in State climate change programs and other initiatives that support the State's long-term environmental goals.

This document was developed with the recognition that land use decisions are inherently difficult decisions that require consideration of many conflicts and trade-offs, and balancing the needs of many constituencies, including disadvantaged communities, businesses, local agencies, developers, and landowners. This document is not intended to reconcile these issues or to remove them from the domain of local governments. Rather, this document is intended to consider land use in the context of the California's climate change policy and how the State can support actions, at all levels of government, to facilitate development and conservation patterns that help to achieve the State's climate goals.

The collaboration included the following agencies: Business, Consumer Services and Housing Agency, California Environmental Protection Agency, California Natural Resources Agency, California State Transportation Agency, California Health and Human Services Agency, California Department of Food and Agriculture, the Strategic Growth Council, and the Governor's Office of Planning and Research.

We welcome comments and input on this vision.  
Comments can be sent to [ca.50m@opr.ca.gov](mailto:ca.50m@opr.ca.gov)

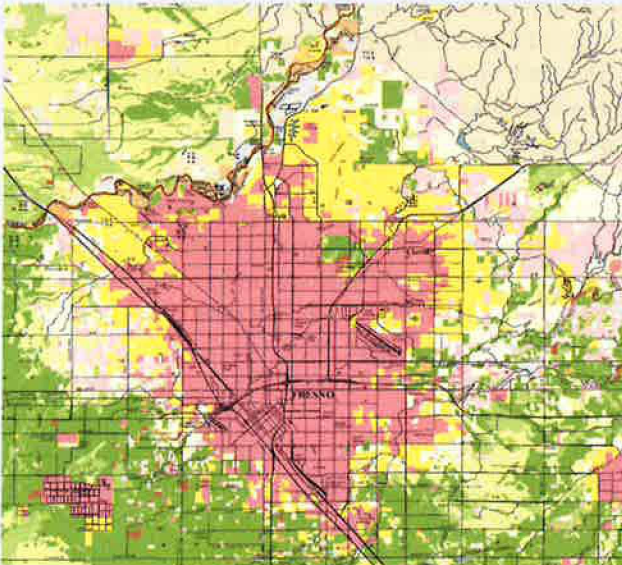
# Vibrant Communities and Landscapes

## A Vision for California in 2050

California's history and future are built upon its land and its people. The State is home to the most diverse population in the United States, and its landscapes include productive agricultural areas and spectacular natural beauty – from the shoreline to the mountains to the deserts. This natural beauty, alongside world class cities and thriving communities, draws visitors and residents alike to support the State's innovative economy, spur its entrepreneurial spirit, and sustain its creative culture. Together, California's people, communities, and natural resources support its status as the sixth largest economy in the world.

California has long been a leader in protecting the environment. California is committed to reducing its greenhouse gas (GHG) emissions 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. At the same time, the State's population is projected to grow to 50 million residents by 2050. As the State acts to achieve these emission reductions and support future growth, California has the opportunity to realize critical benefits in public health, natural resource, economic, equity, and resiliency outcomes through thoughtful and comprehensive policy implementation. Realizing this potential requires an integrated vision for how the State develops communities, preserves and protects its landscapes, and ensures that all Californians have equitable access to housing, health care, jobs, and opportunity. This document provides a vision for this future that forms a common foundation for actions related to land use across State agencies and programs.

## Integrating Conservation and Development



A comprehensive land use vision considers the sustainable balance between development and conservation in an integrated manner. The picture to the left shows urban growth between 1984 and 2012 in Fresno. Yellow shows the urban land added to the city's footprint over that time. A more infill-oriented development pattern will reduce land converted from agricultural uses or natural states. And, it will also reduce emissions of greenhouse gases and other harmful pollutants, lower infrastructure costs, improve public health through increases in biking and walking opportunities, and leads to numerous other health, economic, and environmental benefits. It also avoids GHG emissions associated with conversion of land.

Figure from Department of Conservation. 2015. Farmland Mapping and Monitoring Report.

## Vision

As the State works toward its 2030 and 2050 climate change goals, its land base, including natural, working, and developed areas, is recognized as foundational and integral to the State's climate policy, economy, and quality of life. As such, the State plays a meaningful and impactful role in shaping the future communities and landscapes of California. Because of the pivotal role of land use in the State's environmental, economic, health, and related policies, California is taking action to grow in a manner that assures:

- Development and conservation investments and decisions focus on building social equity and supporting thriving and healthy communities with improved access to and supply of affordable housing, transportation alternatives, open space and outdoor recreational opportunities, affordable healthy foods, living-wage jobs, social support, and economic and educational opportunities;
- The land base, including natural, working, and developed areas, is a foundational element of the State's strategy to meet GHG emission reduction targets. This importance is further recognized in other land, energy, and climate change policy documents and decisions, including State, local, and regional planning and investments;
- Land is protected, managed, and developed in a manner that maximizes resilient carbon storage, food security, and other ecological, economic, and health objectives. Natural and working lands are used to build resilience in natural, built, and social systems, and provide buffers against changing climate conditions that will allow for flexible adaptation pathways;
- New development and infrastructure are built primarily in locations with existing infrastructure, services, and amenities (i.e., previously-developed locations), rather than greenfield locations; and
- The value of ecosystem services conferred by natural systems are accounted for and included in State, local, and regional planning and investment decisions, resulting in protection of these services and California's globally significant biodiversity.

## Actions

State, local, and regional governments need to work together to achieve this shared vision and to encourage land use and transportation decisions that minimize GHG emissions. While recognizing its focus on urban development and transportation, the State will build on framework and governance structure established by Senate Bill (SB) 375 to achieve deeper GHG emission reductions, and will integrate the protection, conservation, and management of natural and working lands.

A number of current and emerging State planning and policy efforts provide the opportunity to articulate and implement this vision, and provide State leadership through work with local and regional partners. These include the Climate Change Scoping Plan, the Regional Transportation Plan Guidelines, the Sustainable Freight Action Plan, updated General Plan Guidelines, implementation of AB 2087 for regional conservation planning, the State Wildlife Action Plan, the Water Action Plan, and implementation of SB 743 guidelines and other updates to the California Environmental Quality Act.

The State will prioritize the following actions to support regional and local governments and to maximize GHG emission reductions through the conservation and protection of natural and working lands, reductions in vehicle miles traveled, and direct emission reductions associated with compact development patterns:

- **Develop performance metrics for environmental, health, and equity outcomes associated with stronger land use policies:** Working with local and regional governments, the State will develop systems to measure the environmental, health, and equity impacts of land use, infrastructure, and

development policies and programs and will allow all levels of governments to maximize benefits, avoid harm, and measure and track the results. Furthermore, the State will continue to direct resources, infrastructure, services, jobs, training, and technical assistance to communities facing historical disadvantage to improve resource availability, access to services, and quality of life.

- **Establish land conservation targets:** The State will develop quantitative and achievable goals to protect and limit the conversion of the State’s most productive farmland, rangeland, and forests, as well as the natural and working lands most critical to preserving California’s biodiversity and the ability for Californians to adapt to climate impacts, alongside complementary policies to focus new development in currently developed areas, reduce conflicts among adjacent land uses, and minimize risks to existing land uses and public health and safety.
- **Update regional greenhouse gas reduction targets to achieve 2030 and 2050 greenhouse gas emission reduction targets:** The State will work with local and regional governments to develop stronger GHG emission reduction targets for regional sustainable community strategies under SB 375 and identify opportunities to strengthen implementation success.
- **Develop policies and processes for infrastructure siting that are consistent with the State’s conservation, development, and population health goals:** The State will develop supportive policies and tools to help private and public sector partners, including local and regional agencies, to identify sites for infrastructure projects, including renewable energy projects, that are consistent with and support the State’s conservation, development, and climate change goals. The State will continue and strengthen policies that facilitate substantial increases in the proportion of investments in transit, active transportation, fix-it-first maintenance of existing infrastructure, and shared mobility infrastructure, as well as increasing and integrating natural and green infrastructure in developed areas, including tree planting, parklets, and other strategies.
- **Explore and develop financing, regulatory, and other tools to support more efficient and more equitable development:** The State will evaluate and develop financing mechanisms, incentives, guidelines, and other tools to substantially accelerate more efficient and equitable development outcomes. This includes: reducing barriers to housing development in infill areas; promoting infill development and necessary infrastructure in existing communities; and implementing strategies to ensure that long-time residents can stay in place as neighborhoods improve.
- **Explore and develop financing, regulatory, and other tools to promote land protection and carbon-oriented land management practices:** The State will examine, evaluate, and develop financial or regulatory compliance incentives to private landowners to promote both permanent and temporary conservation and management for carbon sequestration.
- **Support transportation policies such as priced express lanes, reduced parking requirements for development, and transit commuter incentives that promote infill development and reduce vehicle miles traveled:** The State will implement road user and parking pricing policies, and coordinate these policies with programs to avoid adverse impacts on low-income drivers and with infrastructure investments as described above. Further, the State will invest in technology to improve transportation system efficiency that provide choices that enable people and goods to reach destinations quickly and cleanly.

### Benefits of the California 2050 Vision

Research, analysis, and implementation demonstrate the myriad benefits to the State’s residents, local and regional governments, and the economy that can result from an integrated approach to land use. These include, among others:

- **Tangible, short- and long-term benefits for disadvantaged communities:** Focusing on infill and compact development patterns and coordinated investments to expand low-cost and low-carbon transportation options encourages investment in existing and underserved communities, reduces



household costs, helps alleviate pollution burdens in the highest-impacted communities, and increases access to economic opportunities.

- **Improved public health:** More compact development patterns, access to parks and green space, and abundant recreational options provide opportunities for active transportation and exercise. Increases in these activities help provide respiratory and cardiovascular health benefits and reduce the burden of chronic diseases such as diabetes, certain types of cancers, and dementia, while improving mental health. Furthermore, an integrated conservation and development strategy will contribute to significant air quality benefits, which improve respiratory and cardiovascular health.
- **Resilience to the impacts of climate change:** Protection of natural systems, expansion of transportation options, and compact development patterns can reduce exposure to the risks of a changing climate, especially in disadvantaged communities. Protected and managed natural systems can mitigate impacts of floods, protect water quality and supply, enhance food security, and protect against other climate impacts. Compact development patterns and integrated transportation and green infrastructure reduce pressures on natural systems and also result in lower water and energy use, both of which contribute to greater resilience.
- **Maintenance of California’s global economic leadership:** California’s natural resources alongside its urban environments form the very fabric of what attracts businesses and residents to the State and fosters California’s leadership in the global economy. Taking an integrated approach to creating attractive living, working, and recreational environments will help the State to remain competitive.
- **Monetary savings for residents, businesses, and governments resulting from lower transportation and energy costs:** More compact development patterns save local municipalities – as well as the State - money by reducing the long-term costs of providing services and infrastructure to low density development. Multi-modal transportation choices enable the efficient movement of people and goods.
- **Promotion of urban-rural connectivity in all regions:** Recognizing the climate change benefits of functioning natural systems and sustainable working lands is necessary for making fully informed land use and resource management decisions, and can serve to drive investment and jobs to rural communities, support urban-rural cohesion, and bolster the economic value of rural lands.
- **Promotion of a sustainable balance between conservation and development across each ecoregion:** Full consideration of conservation and development goals across regions provides an opportunity to integrate economic and community development goals alongside the ecosystem service co-benefits of protecting and managing our natural and working lands and waters.

11 September, 2016

Mammoth Ranger District, Inyo National Forest  
Attn: Sheila Irons  
P.O. Box 148  
Mammoth Lakes, CA 93546

Re: 1950/2720 Mammoth Airport Safety Fence

I am writing this response to scoping as a member of the Mono County Local Transportation Commission. At the July LTC meeting, commissioners received an extensive joint presentation concerning this Town of Mammoth Lakes proposal from wildlife specialists from two state agencies: the CA Department of Fish and Wildlife and Cal Trans, District 9. Our commission had many questions, as did members of the public who attended this agenda item. The LTC is vitally interested in public safety, including Interstate 395, and particularly the subject of deer migration and how to prevent collisions with wildlife along the airport corridor and elsewhere. Until that July meeting, we were not aware of the proposed 8-foot chain-link airport safety fence. It appears that an unmitigated 8-foot chain-link fence along the southern airport boundary could result in additional traffic collisions during fall deer migration, as deer cross the highway, encounter the fence, and are then trapped between the fence and the highway. Past LTC meetings have included many discussions of desirable mitigation measures seen in other states such as Nevada which incorporate wildlife crossings and highway safety fencing, including 8-foot fences (not chain-link). However, none of those included an airport with multiple agency land ownership issues including rights-of-way and special use permits, next to a highway, making this a particularly complex and difficult situation. A chain-link fence also presents a visual nuisance along our scenic byway, which could be mitigated through other types of fence materials. From the map, it appears that the Forest Service scoping primarily deals with the western and northern portions of fence, although there is an existing special use permit to the Town of Mammoth Lakes for portions of the all-important southern project boundary. It is a truly complex and important project for all involved agencies, and it appears that these agencies and staff, including LADWP, may need additional time for coordination and development of mitigation measures. In addition to the Forest Service environmental document, the agencies might consider a joint NEPA/CEQA document, if one is not already in progress.

Because of such complexity, in addition to the grave safety issues involving the airport and highway, I would request that an extension to the scoping period for this project be allowed so that potential mitigation measures may be further investigated and made public. The Forest Service scoping letter has only been forwarded a few days ago to members of the LTC and its staff, to Cal-Trans and CA DFW and there are other jurisdictional parties such as LADWP who should be involved in the development of mitigations. Our next LTC meeting will be in October, and while I am writing this as an individual, I believe that there would be great LTC interest in a more detailed scoping response from the commission itself, if the Forest Service would grant an extension to this scoping period.

Thank you for the opportunity to comment on this proposed action.

Sincerely,  
*Sandy G. Hogan*  
Sandy G. Hogan, Commissioner  
Mono County Local Transportation Commission

cc: CA Department of Transportation, District 9: attention Brent Green  
CA Department of Fish and Wildlife: attention Tim Taylor  
Los Angeles Department of Water and Power  
Mono County Local Transportation Commission (members and staff)  
Mammoth Lakes Town Council (members and staff)  
Mono County Board of Supervisors  
Richard Perloff, Inyo NF Wildlife Biologist  
Karen Ferrell-Ingram, Eastern Sierra Land Trust Executive Director (retired)

## Mono County Local Transportation Commission

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

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

September 15, 2016

Inyo National Forest/Mammoth Ranger District  
Sheila Irons  
PO Box 148  
Mammoth Lakes, CA 93546

Mammoth Yosemite Airport Fence - File Code 1950/2700

Dear Ms. Irons,

The Mono County Local Transportation Commission (MCLTC) appreciates the opportunity to comment on the Town of Mammoth Lakes Airport Fencing project. The Mono County Regional Transportation Plan (RTP) and supporting General Plan Policies address applicable wildlife and scenic highway considerations (see attachment). At its August 8, 2016, meeting, the MCLTC received a joint presentation from Tim Taylor, California Department of Fish and Wildlife, and Cory Freeman, Caltrans District 9, on wildlife species, travel patterns, mortality, and possible concepts to allow for safer wildlife passage along and through the US 395 corridor from Long Valley to north of SR 203/US 395 junction. This information may be of value to the Inyo National Forest in evaluating this project. The two presentations are available at:

[http://monocounty.ca.gov/sites/default/files/fileattachments/local\\_transportation\\_commission\\_ltc/page/339/highway\\_395\\_203\\_wildlife\\_crossing.pdf](http://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/339/highway_395_203_wildlife_crossing.pdf)

[http://monocounty.ca.gov/sites/default/files/fileattachments/local\\_transportation\\_commission\\_ltc/page/339/feasibility\\_study\\_report\\_no\\_notes.pdf](http://monocounty.ca.gov/sites/default/files/fileattachments/local_transportation_commission_ltc/page/339/feasibility_study_report_no_notes.pdf)

No final solutions and/or projects have been identified as a result of the August workshop. The 2015 Regional Transportation Plan (RTP) supports reducing wildlife vehicular collisions (see attached Policy 9.B. and Performance Measure 11). The MCLTC also suggests checking with agency biologists working on Bi-State sage grouse, such as Tim Taylor (CDFW) and Sherri Lisius (BLM) for further wildlife impact considerations.

In closing, the MCLTC is very interested in reducing wildlife mortality and vehicle collision rates along this corridor that includes the Mammoth Yosemite Airport. Thank you for the opportunity to share the Commission's viewpoint.

Sincerely,

Gerry Le Francois Principal Planner MCLTC

cc: Caltrans District 9, attention Brent Green  
CA Department of Fish & Wildlife, attention Tim Taylor

ATTACHMENT – 2015 Regional Transportation Plan Policy / Objectives  
and Development Standards in Scenic Combining District & State Scenic Highway



2015 Regional Transportation Plan Policy / Objectives

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

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

**Time frame:** Over the 10- and 20- year time frame of this plan.

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

**Time frame:** Over the 10- and 20- year time frame of this plan.

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

**Time frame:** Over the 10- and 20- year time frame of this plan.

RTP Performance Measure

**11 Desired Outcome:** REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE

**Performance Measure:** Reduce reported vehicle/wildlife collisions.

**Objective:** Continue to research methods for reducing Deer-Vehicle Collisions (DVC).

**Measurement Data:** Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.

**Performance Indicator:** Evaluate number of potential projects during 2019 RTP update process.

DEVELOPMENT STANDARDS

CHAPTER 08 – SCENIC COMBINING DISTRICT & STATE SCENIC HIGHWAY

**Sections:**

<b>08.010</b>	<b>Applicability.</b>
<b>08.020</b>	<b>Establishment of district.</b>
<b>08.030</b>	<b>Standards – General.</b>
<b>08.040</b>	<b>Standards – State Scenic Highway 395</b>
<b>08.050</b>	<b>Uses permitted subject to Use Permit.</b>
<b>08.060</b>	<b>Permit issuance.</b>

**08.010 Applicability.**

The S-C, scenic combining, district is intended to regulate development activity in scenic areas outside communities in order to minimize potential visual impacts. Use of the S-C district is encouraged in areas adjacent to and visible from designated scenic highways as well as in other important scenic areas.

**08.020 Establishment of district.**

The S-C, scenic combining, district may be overlaid on any designation. In addition to the requirements of this chapter, initiation and application of the scenic combining district is subject to the same requirements as a land use redesignation (see Ch. 48, Amendments).

**08.030 Standards – General.**

Development in the scenic combining district shall be restricted by the following general standards:

- A. Visually offensive land uses shall be adequately screened through the use of extensive site landscaping, fencing, and/or contour grading;

- B. Earthwork, grading and vegetative removals shall be minimized;
- C. All site disturbances shall be revegetated with plants and landscaping that are in harmony with the surrounding environment (drought-resistant indigenous plants are encouraged). A landscaping plan shall be submitted and approved for all projects;
- D. Existing access roads shall be utilized whenever possible. Construction of new access roads, frontage roads or driveways shall be avoided except where essential for health and safety;
- E. The number, type, size, height and design of on-site signs shall be strictly regulated according to the County sign regulations (see Ch. 07);
- F. The design, color and materials for buildings, fences and accessory structures shall be compatible with the natural setting;
- G. All new utilities shall be installed underground in accordance with Chapter 11, Development Standards – Utilities; and
- H. Exterior lighting shall be shielded and indirect and shall be minimized to that necessary for security and safety.

**08.040 Standards – State Scenic Highway 395**

New development outside communities visible from State Scenic Highway 395 shall be additionally restricted by the following standards:

- A. The natural topography of a site shall be maintained to the fullest extent possible. Earthwork, grading and vegetative removals shall be minimized. Existing access roads shall be utilized whenever possible. Existing trees and native ground cover should be protected. All site disturbances shall be revegetated and maintained with plants that blend with the surrounding natural environment, preferably local native plants;
- B. New structures shall be situated on the property where, to the extent feasible, they will be least visible from the state scenic highway. Structures shall be clustered when possible, leaving remaining areas in a natural state, or landscaped to be compatible with the scenic quality of the area;
- C. To the extent feasible new subdivisions shall not create parcels with ridgeline building pad locations;
- D. Roofs visible from State Scenic Highway 395 shall be a dull finish and in dark muted colors;
- E. Vertical surfaces of structures should not contrast and shall blend with the natural surroundings. Dark or neutral colors found in immediate surroundings are strongly encouraged for vertical surfaces and structures;
- F. Light sources in exterior lighting fixtures shall be shielded, down-directed and not visible from State Scenic Highway 395;
- G. Fencing and screening shall not contrast in color, shape and materials with the natural surroundings. The use of landscaping to screen utility areas and trash containers is strongly recommended; and
- H. Signs shall be compatible with the natural surroundings in color and shape. They shall be small in scale. No sign shall be placed or constructed in such a manner that it silhouettes against the sky above the ridgeline or blocks a scenic viewshed. The number, type, size, height and design of on-site signs shall be strictly regulated according to the County sign regulations.

**08.050 Uses permitted.**

All uses permitted in the basic land use designation with which the scenic combining district is combined shall be permitted.

**08.060 Uses permitted subject to Use Permit.**

All uses permitted in the basic land use designation with which the scenic combining district is combined shall be permitted, subject to securing a use permit.

**08.070 Permit issuance.**

The general standards listed in Section 8.03 shall be applied by the Planning Division during review of an application. No permit shall be issued until the project complies with the standards for this district.

**DEPARTMENT OF TRANSPORTATION****DISTRICT 9**

500 SOUTH MAIN STREET  
BISHOP, CA 93514  
PHONE (760) 872-0785  
FAX (760) 872-0678  
TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)

RECEIVED  
SEP 21 2016  
MONO COUNTY  
Community Development



Serious drought.  
Help save water!

September 14, 2016

Ms. Sheila Irons, Mammoth Ranger District  
Inyo National Forest  
P.O. Box 148  
Mammoth Lakes, California 93546

File: Mno-395-21.3  
Scoping  
SCH: none

**Mammoth Lakes Airport Fence – Forest Service Special Use Permit (SUP)**

Dear Ms. Irons:

Thank you for again contacting the California Department of Transportation (Caltrans) District 9 regarding amending the existing SUP for the proposed Town of Mammoth Lakes airport fence. We appreciate our previous interaction, some of which is reflected in your Scoping Notice. For your convenience, our previously submitted comments are enclosed (May 11, 2016 email).

Per the Scoping Notice, the purpose of such fence is to address aircraft and human safety associated with wildlife populations/movements. As involved agencies have already discussed, while the fence could reduce aircraft/animal collision potential it could increase US 395 vehicle/animal collision potential. An increase in US 395 vehicle/animal incidents should trigger mitigation - such as the Town contributing to a future US 395 wildlife crossing safety project. If possible, consider this as you condition the SUP as we will when we condition the Town's Caltrans encroachment permit.

Please continue to forward project information to me at the letterhead address or [gayle.rosander@dot.ca.gov](mailto:gayle.rosander@dot.ca.gov). We value our cooperative working relationship with the Inyo National Forest Service. For any questions, you may call me at (760) 872-0785.

Sincerely,

A handwritten signature in black ink that reads "Gayle J. Rosander".

GAYLE J. ROSANDER  
External Project Liaison

Enclosure

c: Brian Picken, Town of Mammoth Lakes Airport  
Scott Burns, Mono County LTC  
Timothy Taylor, CDFW  
Mark Reistetter, Caltrans

**From:** [Rosander, Gayle J@DOT](mailto:Rosander_Gayle_J@DOT)  
**To:** [Irons, Sheila -FS](mailto:Irons_Sheila_FS)  
**Cc:** [Brian Picken; Winzenread, Stephen M@DOT](mailto:Brian_Picken; Winzenread, Stephen M@DOT)  
**Bcc:** [Freeman, Cory S@DOT](mailto:Freeman_Cory_S@DOT); [Erlwein, Terry J@DOT](mailto:Erlwein_Terry_J@DOT); [Holste, Craig A@DOT](mailto:Holste_Craig_A@DOT); [Dermody, Ryan A@DOT](mailto:Dermody_Ryan_A@DOT); [Reistetter, Mark V@DOT](mailto:Reistetter_Mark_V@DOT)  
**Subject:** Mammoth Airport Fence SUP scoping - from Caltrans  
**Date:** Wednesday, May 11, 2016 1:58:00 PM

---

Hello Sheila,

Thanks for your information re: the Special Use Permit (SUP) for the Mammoth Lakes Airport fence portion, which would be on Forest Service Lands. We offer the following regarding the fence portion along US 395, for your consideration in processing the SUP.

We have interacted with the Town of Mammoth Lakes staff re: its proposal to remove the 42-in barb wire Caltrans US 395 right-of-way (R/W) fence and replace it with an 8-ft chain link fence, per Caltrans std. Since it would still be functioning as a Caltrans R/W access control fence, it would be placed at the usual location – approx. 1-ft inside State R/W. A Caltrans encroachment permit would be required. As the Town acknowledged, a maintenance agreement with Caltrans would be necessary to define the Town's responsibility for fence maintenance, cleanup of debris, etc. (The Town does not think snow drifting will be an issue.)

The Town also acknowledged that such fence may directly impact US 395. One potential impact being an increase in wildlife/vehicle collisions, especially with deer. Since it is only 42-in, deer are now unimpeded by the current R/W fence, which separates the airport from Caltrans R/W and highway itself. They can cross the highway from the south to gain access to foraging areas north of the airport.

The new 8-ft airport fence would not allow deer to pass through, or over it; instead they would either walk around it, or turn around and re-cross the highway. Another reaction could be that deer feel trapped by the airport fence and the highway, and then bolt into traffic. Unpredictable deer movements along the highway or deer re-crossing the highway will increase the odds of deer/vehicle collisions. If possible, as a condition of the SUP please require that the Town mitigate this potential direct impact by contributing/collaborating in future wildlife/vehicle collision reduction projects along this stretch of US 395.

At the request of the Mono County Local Transportation Commission, Caltrans is working with the CA Dept of Fish and Wildlife (CDFW) on a [Wildlife Collision Reduction Feasibility Study Report](#) for this stretch of US 395 with deer being the species of greatest concern. As noted above, the airport fence will create an insurmountable barrier and also greatly affect potential solutions to address wildlife/vehicle collisions. The CDFW, which had much input in the previous airport expansion project's fence component, should also be consulted re: the SUP.

US 395 is a designated scenic highway, so the fence must be the least visually obtrusive. The Town mentioned using a color similar to that of the McGee Maintenance Station chain link fence. Mono County and Caltrans (Landscape Architect) should be consulted re: fence aesthetics.

Currently there are two gates on the Caltrans R/W-airport fence: one used for cattle crossing of LADWP lands (postmile ~20.55) and one for potential emergencies (across from Convict Lake Rd. postmile 21.31). No access openings are shown for either of these locations on Caltrans R/W maps or As-builts, and we find no permits. Caltrans and the Town must address if "emergency" gate perpetuation is necessary. If the Town, has any documentation pertaining to either gate, we have requested it supply copies to Caltrans. We need to eliminate or validate openings in this controlled access section of US 395.

We look forward to our continued interaction on the Airport Fence SUP. Please feel free to contact me with any questions.

Thank you,

Gayle Rosander  
External Project Liaison  
Caltrans District 9  
500 South Main Street  
Bishop, CA 93514

760.872.0785

**From:** Irons, Sheila -FS [mailto:sirons@fs.fed.us]

**Sent:** Friday, May 06, 2016 2:19 PM

**To:** Rosander, Gayle J@DOT <gayle.rosander@dot.ca.gov>

**Subject:** RE: [CAUTION: Suspicious Link]RE: Mmth Airport Fence SUP?

Hi Gayle. The majority of this airport fence replacement will be on the property boundary, rather than on Forest Service lands. The only place a new fence will be installed on the Forest is on the western end of the airport....it will be about 800 feet long.

The other place it might be located on the National Forest is a replacement of the Caltrans row fence currently running parallel to Highway 395. But my understanding is that this is still being discussed with Caltrans?

I am bringing this up because since it is less than five contiguous acres of land, we will be using a categorical exclusion and a Decision Memo will be prepared. Decision Memos are not subject to

notice, comment, and objections.

So, while there is no formal comment period, we definitely need to scope. This is part of the reason I put in on the Schedule of Proposed Actions. So, if you have any input please send it my way.

I have scoped internally with Forest Resource specialist (botany, wildlife, and heritage). I still need to hear back from heritage, but wildlife and botany did not have big concerns. Wildlife did ask for a few mitigations.

Hope this answers your questions. Please feel free to call or email if you need any further clarification.

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