

NEGATIVE DECLARATION

Mariposa County Regional Transportation Plan

July 2023

PREPARED FOR:

Mariposa County Local Transportation Commission
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Mariposa, CA 95338

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Initial Study/ Negative Declaration

**Mariposa County
Regional Transportation Plan**

Prepared for:

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Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study / Negative Declaration (IS/ND) on the potential environmental effects of the adoption of the Mariposa County Regional Transportation Plan (RTP or Project). The RTP is a comprehensive document outlining proposed transportation policies, actions and funding recommendations to meet the needs of Mariposa County residents over the next 25 years (2022 – 2047). The proposed Project is more fully described in Chapter Two – Project Description.

The Mariposa County Local Transportation Commission (MCLTC or Commission) will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

1.2 Document Format

This IS/ND contains four chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact”. The lead agency must describe the mitigation

measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Negative Declaration is appropriate if it is determined that:

- (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document contains the analysis to support the determination that the environmental impacts of the proposed Project are less than significant and therefore a Negative Declaration will be adopted.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Background

The Mariposa County Local Transportation Commission (MCLTC or Commission) has developed a Regional Transportation Plan (RTP or Plan) which is a comprehensive document outlining proposed transportation policies, actions and funding recommendations to meet the needs of Mariposa County residents over the next 25 years (2022 – 2047). The RTP is included in this document as Appendix A.

As required by State law, the County's RTP must be updated and submitted to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) at least every five years. The RTP supports the California Transportation Plan (CTP) 2050 vision of a "safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health". The last updated RTP for Mariposa County was in 2017.

MCLTC created the RTP in coordination with the general public (via two public meetings and an online survey) as well as with other agencies such as Caltrans, local Native American Tribal organizations and other local groups.

Mariposa County is typical of many rural counties in California in that the County's existing transportation system and widely scattered population, topography, and lack of funding limit alternative solutions to transportation-related problems. The automobile is the primary mode of moving people in the County, and trucking is the primary mode of moving goods and commodities. The use of other modes of transportation has been limited because of lack of facilities, distance between communities, and lack of an economic base to provide support.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of the RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Mariposa County over the next 25 years. To this end, consistency with the California Interregional Transportation Strategic Plan, the California Transportation Plan, and the California Strategic Highway Safety Plan strategies are important parts of the overall goals and policies of the RTP. In addition, the 2017 RTP Guidelines for RTPAs to address

GHG emissions and VMT reduction were considered as part of the overall transportation investment strategies for the plan.

As discussed in greater detail in Section 2.6 (Program vs Project Level CEQA Analysis), specific development is not being proposed under this RTP, and adoption of this CEQA document would not authorize any development. MCLTC's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended as a guidance document with the ultimate vision of a comprehensive multi-modal transportation system for Mariposa County.

2.2 Goals, Policies & Vision

A summary of the RTP goals, objectives, and policies for the Mariposa County Transportation System is provided below. These goals, objective and policies cover both short-range and long-range desired outcomes and are consistent with the policy direction of the Mariposa County General Plan, transit policies for the County, the bicycle and pedestrian plan for the County, and the federal Bipartisan Infrastructure Law. They also reflect input provided from the public. Given the limited transportation dollars available, the goals, objectives, and policies reflect a balanced approach and focus on the most feasible desired outcomes.

The goals of the RTP were created based on the following regional vision:

Create safe, efficient, and economically feasible regional transportation that:

- enhances livability for both residents and visitors while maintaining the rural character of Mariposa County
- serves the social, cultural, economic, and environmental needs of the county, considering transit, bicycle, pedestrian, parking, aviation, and freight transportation; and
- is maintained in good condition and improved to meet future needs, considering existing and new land use development in the county, interregional travel, and the effects of changing climate.

The RTP contains several goals supporting this vision. They are summarized as follows:

Goal 1: Highways

Develop an adequate, safe, and efficient regional roadway system for vehicle travel with accommodations for walking and biking while maintaining the rural character of Mariposa County.

Goal 2: Transit

Provide an efficient and coordinated regional and local transit system that serves both urban and rural areas, including transportation opportunities for disadvantaged and older persons who have fewer transportation options, and to visitors to reduce dependence on personal vehicles, reduce VMT and GHG, and improve air quality.

Goal 3: Active Transportation

Develop a safe and efficient regional system of bicycle, pedestrian, and equestrian facilities to accommodate, encourage, and increase safe active transportation use in Mariposa County. This serves residents and visitors, especially those with fewer transportation options, reducing VMT and GHG and improving air quality.

Goal 4: Aviation

Develop and maintain a fully functional and integrated air service and airport system as a component of the Mariposa County regional transportation system.

Goal 5: Air Quality and Greenhouse Gases

Support achievement and maintenance of air quality standards for Mariposa County as established by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

Goal 6: Transportation Financing

Develop and support regional transportation financing strategies that provide for a continuous implementation of Regional Transportation Plan projects and strategies.

Goal 7: Goods Movement

Support the transport of suitable products and materials while minimizing negative impacts on the local road system.

Goal 8: Management of the Transportation System

Minimize traffic congestion by increasing the efficiency of the existing transportation system through transportation system management (TSM) techniques and transportation demand management (TDM) techniques.

Goal 9: Land Use

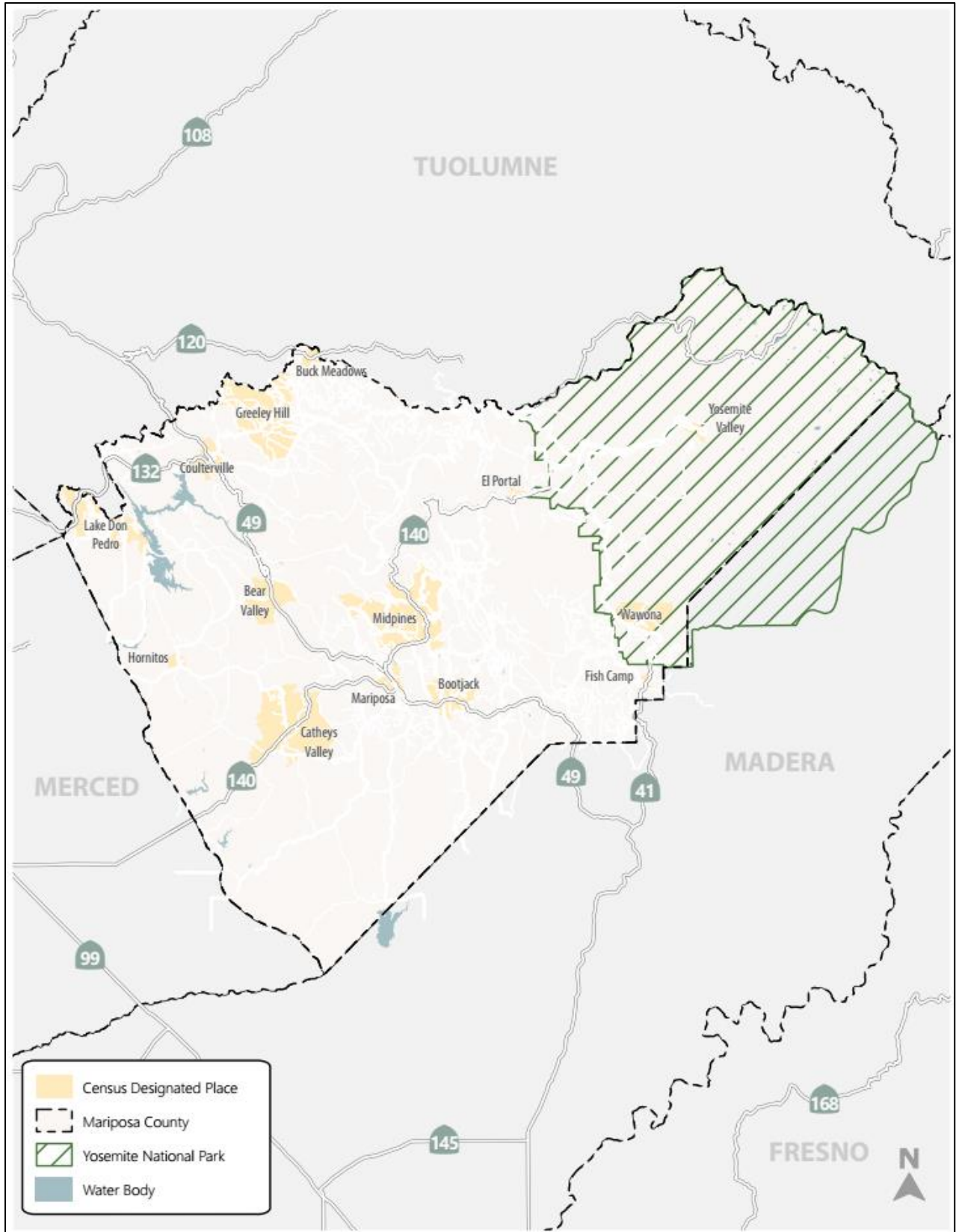
Improve livability in the county through coordinated decision-making in land use and transportation.

2.3 Project Location

The various components/improvements recommended by the RTP are located throughout Mariposa County. The County is located in the western foothills of the Sierra Nevada Mountains. Bordering counties include Stanislaus, Tuolumne, Madera and Merced. While there are no incorporated cities, there are “planning areas” and “growth areas” in the County. Planning areas are identified by the General Plan as towns, communities, and special planning areas. Planning areas are implemented by area plans adopted by the Board of Supervisors. “Area plans” are adopted to meet the needs of each town, community, or uniquely identified special area of the county. An adopted area plan establishes the extent of land uses for each land use classification in that planning area. Generally, area plans address residential, commercial, industrial, public, and other land use classifications. Town planning areas represent the rural scale “urban” development centers for the county. Town planning areas are specifically designated as locations in the County where policy mandates a broad and comprehensive mixture of land uses and zoning. A mixture of housing types and styles for all economic segments of the County are disbursed throughout the town planning areas. The County has adopted town planning area specific plans for Mariposa, Coulterville, Fish Camp, and Wawona.

A significant portion of Yosemite National Park lies within Mariposa County, including Yosemite Valley, which receives the majority of Park visitors. See Figure 1 – Regional Location.

Figure 1
RTP Regional Location



2.4 Setting and Existing Facilities

Environmental Setting

Mariposa County's diverse geography includes the eastern Central Valley, oak-covered foothills, and the high mountains of Yosemite National Park. The General Plan land use element indicates there are three broad areas of land use that characterize the existing land use pattern in Mariposa County. In the eastern portion of the county, public lands that are oriented to recreation and resource uses dominate the land pattern. In the west, agricultural uses are primary. The remainder of the county to the north and south, contain rural residential areas, as well as smaller town and village communities that contain the majority of commercial and industrial uses and higher-density housing. The County has established policies concerning Williamson Act lands to help preserve farmland and open space.

Existing Roadway Network

Most travel in Mariposa County is by automobile, and it will continue to be so over the life of the RTP and beyond. The roadway network within the unincorporated parts of the County is rural in character, mainly serving small communities, tourism, recreation, and agriculture uses. State highways are the primary transportation corridors extending through the County and serve all the County's major population centers. Other County arterials and a network of federal, state, local public, and private roads constitute the remainder of the roadway system. The state highway network serves primarily intercity and inter-county regional travel and interregional tourism, while the County's roadways serve local trips.

Tourism traffic may add increasing demands on the roadway system; however, visitors to Yosemite National Park, the largest driver of tourism in the county, have dropped in recent years after peaking in 2016. The ongoing impacts of the COVID-19 pandemic and emerging transportation technologies may change the way people travel in the long term, but the automobile is expected to continue to be the dominant mode of transportation. Stresses on the roadway system induced by climate change may add demands for investment in the roadway network in coming years.

The aging population of the county and increasing desire in the general population for non-automotive transportation options is likely to increase the demand for transit. The desire for non-automotive transportation options also points to needs for investing in bicycle facilities and sidewalks.

Figure 2 shows the major routes in the regional roadway system according to federal functional classifications. These classifications indicate the operational hierarchy of the roadway system:

State Highways are maintained by Caltrans and constitute routes of interregional significance whose design provides for relatively high overall travel speeds, with minimum interference to through movement. These routes provide for travel into, out of, and through the County.

Major Collectors provide access to more localized destinations for regional traffic. These roads are designed to provide access for regional traffic between state routes. Narrow lanes and shoulders limit the carrying capacity of some collectors. Major collectors are “on-system” facilities that are eligible for federal aid. County roads that are designated as major collectors are:

- Bear Valley Road
- Merced Falls Road
- Hornitos Road (access to Hornitos)
- Darrah Road
- Greeley Hill Road (access to Greeley Hill)
- Carleton Road
- Ben Hur Road

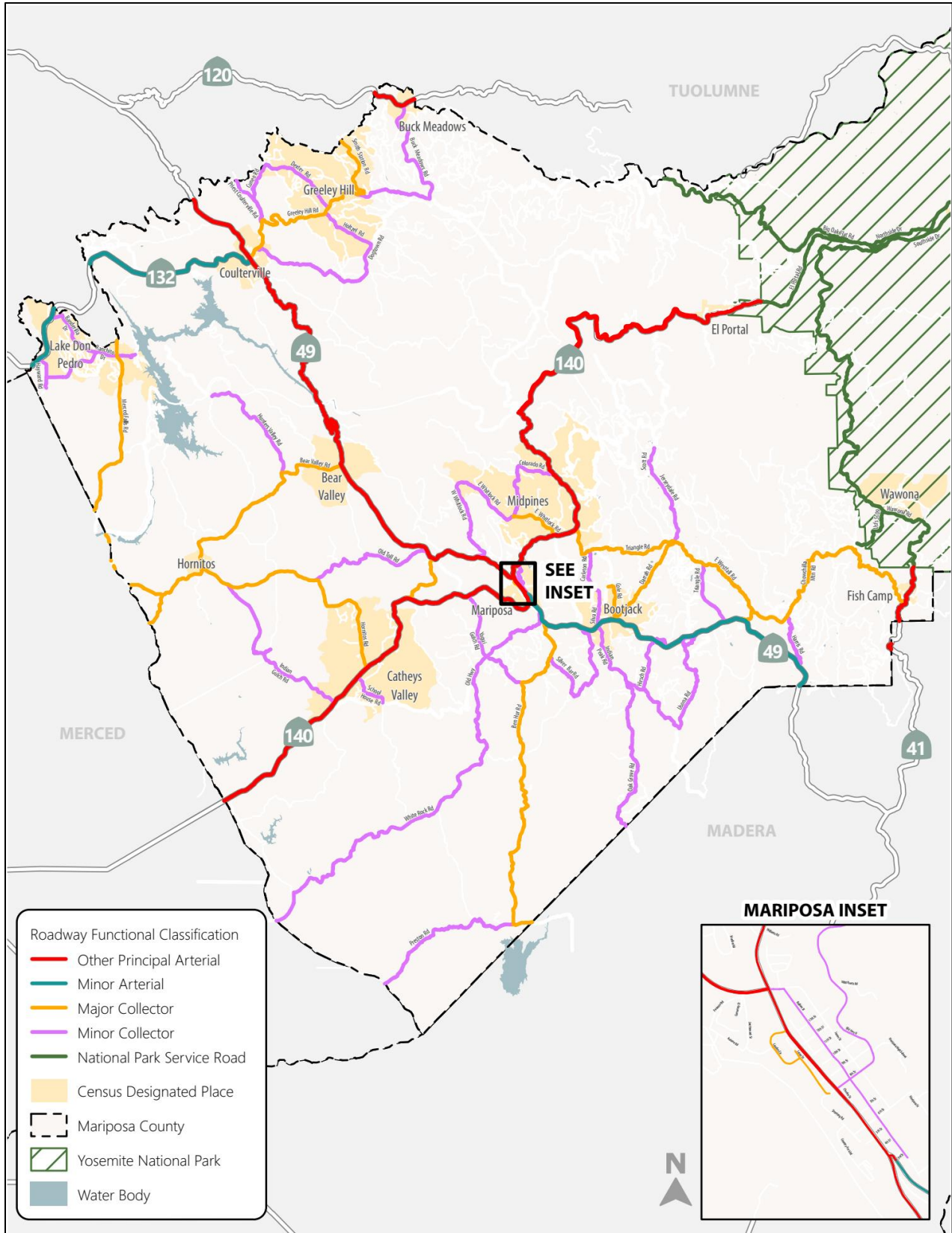
Minor Collectors are similar in character to major collectors but are generally more rural with less traffic. Minor collectors are not eligible for federal aid, but the Highway Bridge Program (HBP) will replace or repair bridges, and rehabilitation can be funded through the State Transportation Improvement Program (STIP).

Local Roads consist of all roads not designated otherwise.

County Roads

The County maintains approximately 564 centerline miles of roadways, 360 paved and 204 unpaved. These roadways are mapped by functional classification in Figure 2.

**Figure 2
Population Centers and Roadway Networks**



2.5 Project Description

The proposed project under CEQA is the adoption of the Mariposa County RTP. The RTP is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years (2022-2047). The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. The 2022 update of the Mariposa County RTP reflects the latest project funding and planning assumptions, updates regional issues and policies, and updates performance measures for tracking plan progress.

Transportation improvements proposed in the RTP cover all modes of travel reflecting a system planning approach within Mariposa County. Improvements are categorized as short-term (2022 - 2032) or long-term (2032 - 2047). The RTP provides a full description of conceptual and proposed transportation improvements throughout the County (See Appendix A).

The Mariposa County RTP is divided into five Chapters plus appendices as described below:

1. **Executive Summary:** Provides an overview of the plan and its components.
2. **Introduction:** Describes why and how the plan was developed, the regional setting and key characteristics of Mariposa County and its population, and other trends likely to impact the future of transportation in Mariposa County. Key characteristics identified include a slow population growth rate and an aging population.
3. **Policy Element:** Describes the key issues relevant to planning in Mariposa County, other plans that affect the development of the RTP, and public participation in the development of the plan. The policy element also describes issues affecting transportation planning in the County. These issues include:
 - Safety on State highways and pavement conditions on local roads
 - Concerns about vegetation management along roadways
 - Lack of ample parking within Mariposa activity centers and communities
 - Lack of bicycle and pedestrian paths, trails, and other facilities
 - Public desire for increased transit connections and more frequent service
 - Concerns about appropriate lighting

The policy element also presents the goals, objectives, and performance measures for the plan, including those for highways, transit, active transportation, aviation, air quality

and greenhouse gases, transportation financing, goods movement, transportation system management, and land use.

4. **Action Element:** Identifies current conditions of each transportation mode and short- and long- term actions to address the needs of the transportation system and to meet the goals and objectives of the RTP. The Action Element addresses each of the following modes and topics:
 - Roadway Network
 - Public Transit
 - Bicycle and Pedestrian Facilities
 - Aviation
 - Goods Movement
 - Intelligent Transportation Systems
 - Transportation Systems Management
 - Air Quality and Greenhouse Gases
 - Transportation Safety and Security

5. **Financial Element:** Outlines the financial assumptions and forecasts of transportation costs and revenues necessary to implement the Action Element. The Financial Element presents a constrained funding scenario that includes revenue that is reasonably expected to be available from existing funding mechanisms over the horizon of the RTP, including projections of the future STIP and federal transportation funds. The Financial Element also summarizes funding programs available to Mariposa County.

The RTP contains a list of planned projects, including estimated costs and funding sources.

Please refer to Appendix C of the RTP for the full lists.

2.6 Program vs Project Level CEQA Analysis

As discussed previously, the Project (under CEQA), is the adoption of the proposed RTP. The RTP is a program/policy-level document, which means it does not provide project-specific construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under this RTP and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing,

funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future “project-level” CEQA analysis to occur. Therefore, this CEQA document has been prepared at a “program-level”. Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time. This CEQA document, prepared at a program level, is therefore adequate for adoption of the RTP by Mariposa County.

As Lead Agency, Mariposa County is responsible for adoption of this CEQA document and for future CEQA actions related to potential buildout of the RTP.

Implementation of the physical components of the RTP will occur over years to decades as funding and/or approval occur. Many of the individual projects contained in the RTP will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration or additional National Environmental Policy Act (NEPA) documentation, depending on funding source. The level of documentation will be decided by the implementing agency. Table 1 below provides typical examples of the type of CEQA documentation that may be required for certain types of projects.

Table 1
Typical Environmental Requirements

Project Type	CEQA Exemption	Initial Study / Mitigated Negative Declaration	NEPA / other technical studies
Minor restriping, repaving, maintenance / rehabilitation, transit facilities, signage, other minor projects	X	X	
Roadway expansion, bridge replacement, new dedicated paths, etc.		X	X

CEQA Exemptions

Typical exemptions for transportation projects include:

- Section 15282 (j) – A project for restriping streets or highways to relieve traffic congestion.
- Section 15301 (c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

- Section 15304 (h) – The creation of bicycle lanes on existing rights-of-way.

Initial Study / Mitigated Negative Declarations

An Initial Study and Negative – or Mitigated Negative Declaration may be required when a project *may* have a significant impact on the environment. Examples include projects that involve construction in a potentially biological / culturally sensitive area, have potential impacts to existing traffic, have negative aesthetic impacts, or other reasons. Although it is not anticipated that future projects would require full-scale environmental impact reports (EIR), if significant and unavoidable impacts were to occur as a result of a project, an EIR may be required.

NEPA and other technical studies

When a project will be constructed using federal aid transportation funds, it may trigger NEPA requirements. Federal aid transportation funding in particular requires coordination through Caltrans, which can result in the preparation of a Preliminary Environmental Screening (PES) Form, and Environmental Assessment (EA), and/or the preparation of other technical studies (biological, cultural, traffic, etc.).

2.7 Other Required Approvals

The proposed project would include, but not be limited to, the following regulatory requirements:

- The adoption of this Negative Declaration by Mariposa County.
- Compliance with other federal, state and local requirements.

Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title:

Adoption of the Mariposa County Regional Transportation Plan

Lead agency name and address:

Mariposa County Local Transportation Commission
4639 Ben Hur Road
Mariposa, CA 95338

Contact person and phone number:

Shannon Hansen, Executive Director
Jeannie Morvay-Clayton, Transportation Planner
(209) 966-5356

Project location:

See Section 2.1

Project sponsor's name/address:

Mariposa County Local Transportation Commission

General plan designation:

Various, County-wide project

Zoning:

Various, County-wide project

Description of project:

See Section 2.3

Surrounding land uses/setting:

See Section 2.2

Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):

See Section 2.5

California Native American Tribal Consultation:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun or is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. No further consultation was requested. See Section 3.17 – Tribal Cultural Resources for more information.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

3.3 Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Shannon Hansen
Executive Director
Mariposa County Local Transportation Commission

Date

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact aesthetic resources. Construction and operation of project components contained in the RTP could potentially impact scenic resources and vistas; degrade the existing visual character of the area; and/or create a new source of light or glare. Although most of the project components are at ground level and would not impose a significant visual impact, there are components such as signage, roadway lighting, bridge work, etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to aesthetic resources.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any aesthetic impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact agricultural or forestry resources. Construction and operation of project components contained in the RTP could potentially impact agricultural resources; conflict with Williamson Act parcels; and/or impact forest land resources. Although most of the project components would occur within existing right of way and outside of agricultural or forest land, it is conceivable that potential road widenings, a new trail or similar projects could be placed on or near such lands. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to agricultural and forest resources.

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be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any agricultural or forestry impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mariposa County is located within the Mountain Counties Air Basin and is under the jurisdiction of the Mariposa County Air Pollution Control District.

RESPONSES:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c. Expose sensitive receptors to substantial pollutant concentrations?
- d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

No Impact. The main intention of the RTP is to rehabilitate the current road base and improve existing and future circulation within the County wherever possible. With this focus, improvements in the RTP may benefit regional air quality by reducing congestion on major roads within the County. Some of the route improvements proposed in the RTP could have direct impacts on air quality,

sensitive receptors, or create objectionable odors on a project-specific basis during construction. The Clean Air Act sets national ambient air quality standards for various air pollutants, including carbon monoxide, ozone, oxides of nitrogen, sulfur dioxide and particulate matter.

Construction and operation of project components contained in the RTP could potentially impact local and regional air quality. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to air quality and mitigation measures to reduce the impacts.

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Adoption of the RTP alone would not create any air quality impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mariposa County contains a variety of natural communities that are generally considered sensitive, such as riparian, oak woodland, forests, streams, rivers, wet meadows, and vernal pools. Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance.

There are numerous protected plant and animal species within Mariposa County. These species are presumed present at any given time throughout their habitat range. Some species require localized micro-habitats, while others are highly mobile and may occur throughout the County. The County contains two CDFG designated sensitive natural communities including: Big Trees Forest and Central Valley Drainage Hardhead/Squawfish Stream.

RESPONSES:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- d. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- e. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact biological resources. Many of the documented special-status species may be directly or indirectly affected by RTP projects within the County if the improvements are to encroach on the species' habitat, or movement corridors. Although most of the potential project components would occur within existing right of way and outside of biologically sensitive areas, it is conceivable that potential road widenings, bridge work, a new trail or similar projects could be placed on or near such lands. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to biological resources.

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Adoption of the RTP alone would not create any biological impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact cultural resources. Although most of the potential project components would occur within existing right of way and outside of culturally sensitive areas, it is conceivable that ground disturbance from potential road widenings, bridge work, a new trail or similar projects could occur near culturally sensitive areas. Potential impacts may include being in close proximity to historical structures or buildings, unearthing buried cultural resources, etc. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to cultural resources.

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Adoption of the RTP alone would not create any cultural resource impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Construction and operation of project components contained in the RTP could potentially result in energy impacts. Although the project components do not (by themselves) use significant energy (once constructed), it is conceivable that potentially significant energy use could occur during construction. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to energy resources.

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be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any energy impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

	Less than Significant	Less than Significant	No Impact
Potentially Significant Impact	With Mitigation Incorporation		

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii. Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii. Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d. Be located on expansive soil, as defined in Table 18-1-B of the most recently

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VII. GEOLOGY AND SOILS

Would the project:

adopted Uniform Building Code creating substantial direct or indirect risks to life or property?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

a (ii-iv). Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, liquefaction or landslides?

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadways, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies, and Best Management Practices (BMPs) would further minimize such potential impacts. Examples of BMPs include hydroseeding, erosion control blankets, installing silt fences, etc.

Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential geological impacts.

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Adoption of the RTP alone would not create any geological impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). AB 32 establishes a cap on statewide GHG emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels, with a goal of lowering statewide GHG emissions to 1990 levels by 2020. Additionally, California Senate Bill (SB) 32, signed in 2016, established a mid-range goal of lowering statewide GHG emissions to 40 percent below 1990 levels by 2030, and California Executive Order S-03-05, signed in 2005, established a long-range goal of lowering statewide GHG emissions to 80 percent below 1990 levels by 2050.

In 2013, California Governor Jerry Brown signed SB 743, which requires an update in the metric of transportation impact used in CEQA from LOS and vehicle delay to one that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses for transit priority areas. In late 2018, the Natural Resources Agency adopted updates to the CEQA guidelines, removing LOS as a measure of transportation impact under CEQA and replacing it with vehicle miles traveled (VMT). Though LOS can be used for other purposes, such as identifying needs for local roadway improvements and General Plan compliance, lead agencies must now use VMT for CEQA analysis.¹

¹ Policy Element - Mariposa Co. Regional Transportation Plan (2022), page 34.

RESPONSES:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Governmental action in preparation for or response to climate change may also directly influence transportation planning. Metropolitan Planning Organizations are already required to develop Sustainable Community Strategies in conjunction with their Regional Transportation Plans. Though RTPAs such as MCLCTC are not currently required to develop such strategies, other requirements may be placed on RTPAs in the future. Mariposa County has also taken steps to plan for the effects of climate change. The 2021 Mariposa County Recreation and Resiliency Master Plan discusses recent impacts of climate change in the County and integrates planning for parks and trails with adaptation to the effects of climate change.²

The RTP Guidelines encourage rural RTPAs to incorporate strategies to reduce GHG emissions as part of their planning process. As discussed in the previous section, efforts to reduce greenhouse gas and criteria pollutant emissions through reductions in VMT are likely to be difficult due to the rural nature of much of the county and interregional travel. More efficient vehicles and low-carbon fuel efforts being pursued at the state level will likely afford the greatest reduction in rural GHG emissions. Similarly, electric vehicles are an increasing part of the vehicle fleet; Mariposa County already has several charging stations, mostly near Mariposa.³

The low-density nature of most Mariposa County development creates challenges for meeting access and mobility needs via non-automotive modes. As with most rural counties, transportation options such as transit, walking, and biking are limited due to the challenges described above. However, Mariposa County is currently developing an active transportation plan to support improvements for walking and biking, and electric vehicle usage will likely continue to increase, especially as technology increases vehicle range and charging options expand.⁴

The California Air Pollution Control Officers Association “Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity”

² Ibid, page 37.

³ Ibid.

⁴ Ibid.

(December 2021) identifies strategies local governments, communities, and project developers can use to reduce VMT. Not all these strategies are likely to be effective in a rural environment such as Mariposa County. As with many rural counties, transportation options such as transit, walking, and biking are limited in Mariposa County due to funding, mobility, and geographic reasons. However, populated areas such as the town of Mariposa, with concentrations of homes, businesses, government services, and other destinations in close proximity provide good opportunities for residents, workers, and visitors to walk and bike and use transit. The Handbook provides guidance on estimating their effectiveness, given the context in which they will be implemented.

The following strategies from the Handbook are most likely to be effective in Mariposa County. Although effectiveness may be less than in more urbanized areas, these improvements will also provide increased access for residents and visitors to their destinations:⁵

- Land Use
 - Increase residential and job density
 - Integrate affordable and below market rate housing
 - Improve street connectivity
- Trip Reduction Programs
 - Implement commute trip reduction programs » Implement ridesharing
 - Provide vanpools
- Parking or Road Pricing/Management
 - Provide electric vehicle charging
 - Limit and price parking
- Neighborhood Design
 - Provide pedestrian and biking networks, facilities, and improvements
 - Implement car sharing programs
- Transit
 - Expand transit coverage, hours, and service
 - Reduce fares
- Clean Vehicles and Fuels
 - Use cleaner-fuel vehicles

⁵ Ibid, page 36.

Individual projects identified in the RTP would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to GHG and climate change.

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Adoption of the RTP alone would not create any GHG or climate change impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Accidental releases of hazardous materials can occur from a variety of causes including roadway accidents, fires, train derailments, shipping accidents and industrial accidents.

Various industrial and commercial facilities within the County use and store hazardous materials and generate hazardous waste. Underground storage tanks (USTs) are primarily used to contain gasoline and other petroleum products such as diesel and waste oil. A variety of other hazardous materials and wastes, such as solvents, are also stored in underground storage tanks. Facilities that use and store hazardous materials and wastes must comply with federal, State, and local laws governing hazardous materials/waste handling, storage, transportation, and disposal.

The various project components contained in the RTP are proposed to be located throughout the County and are likely to be near places such as schools, residential neighborhoods and commercial areas.

RESPONSES:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential hazard-related impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding

mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any hazards or hazardous material impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. result in substantial erosion or siltation on- or offsite;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
or
 - iv. impede or redirect flood flows?

- d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required (depending on size and location) to comply with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Permit and incorporate construction BMPs, as directed by the Storm Water Pollution Prevention Plan (SWPPP), if applicable. In addition, construction water usage would be minimal and temporary; and any proposed landscaping would be installed pursuant to Mariposa County's guidance and regulations and the County General Plan, thereby minimizing water use. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential hydrological impacts.

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Adoption of the RTP alone would not create any hydrological impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Physically divide an established community?
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could occur at various places throughout the County. None of the proposed projects would physically divide an established community, nor would they conflict with any applicable land use plans or habitat conservation plans. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to land use.

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not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any land use impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could occur at various places throughout the County. However, it is unlikely that any of the projects listed in the RTP will impact mineral resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to mineral resources.

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not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any mineral resource impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The County is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the County. In addition, commercial, industrial, and institutional land uses throughout the County (i.e., schools, fire stations, utilities) generate stationary-source noise.

RESPONSES:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generation of excessive groundborne vibration or groundborne noise levels?

- c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase noise due to construction (temporary impact) and possibly operation (due to increased vehicular use). Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential noise-related impacts and mitigation measures.

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Adoption of the RTP alone would not create any noise impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Adoption of the RTP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or local Plans, nor would it result in the displacement or relocation of people or housing. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential population-related impacts.

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systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any population or housing impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?

Police Protection?

Schools, Parks, Other Public Facilities?

No Impact. Adoption of the RTP would not affect population or employment growth and as a result would not result in growth that would require the assemblage of additional fire or police resources, or the expansion of any schools or other public facilities. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase the need for additional police/fire/ambulance due to increased use of transportation facilities. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential public service related impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any public services impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. Adoption of the RTP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or local Plans, nor would it result in the increased use of recreational facilities. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential recreation-related impacts.

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County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any recreation impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Most travel in Mariposa County is by automobile, and it will continue to be so over the life of the RTP and beyond. The roadway network within the unincorporated parts of the County is rural in character, mainly serving small communities, tourism, recreation, and agriculture uses. State highways are the primary transportation corridors extending through the County and serve all the County’s major population centers. Other County arterials and a network of federal, state, local public, and private roads constitute the remainder of the roadway system. The state highway network serves primarily intercity and inter-county regional travel and interregional tourism, while the County’s roadways serve local trips.

RESPONSES:

- a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

Less Than Significant Impact. As described throughout this initial study, implementation of the proposed project would assist in the improvement of the County’s transportation network across all modes of transit and transportation. There are policies and programs included in the RTP that would improve public access to transit systems and alternative modes of transit, such as bicycle use. The various roadway improvements identified in the RTP would assist in the delivery of emergency services by improving the local and regional roadway network and eliminating existing design and safety hazards. The RTP and the projects included within were developed after careful review of the General Plan of the County. The RTP is consistent with the circulation element of the General Plan, and would not result in conflicts or inconsistencies with the above referenced plans.

The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP could potentially result in impacts to existing transportation systems.

In 2013, California Governor Jerry Brown signed SB 743, which requires an update in the metric of transportation impact used in CEQA from LOS and vehicle delay to one that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses for transit priority areas. In late 2018, the Natural Resources Agency adopted updates to the CEQA guidelines, removing LOS as a measure of transportation impact under CEQA and replacing it with vehicle miles traveled (VMT). Though LOS can be used for other purposes, such as identifying needs for local roadway improvements and General Plan compliance, lead agencies must now use VMT for CEQA analysis.

Vehicle Miles Traveled

The California Governor’s Office of Planning and Research (OPR) “Technical Advisory on Evaluating Transportation Impacts in CEQA” (December 2018) includes specifications for VMT methodology and recommendations for significance thresholds, screening of projects that may be presumed to have less than significant impacts, and mitigation. For transportation projects, the Technical Advisory notes that addition of through lanes on existing or new highways will likely lead to a measurable and substantial increase in vehicle travel. The Technical Advisory also notes that projects that would not likely lead to a substantial or measurable increase in vehicle travel include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes

- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

No new highways or additions of lanes to existing highways are planned in this RTP.

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Adoption of the RTP alone would not create any transportation impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is a *less than significant impact*.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less than Significant Impact	No Impact

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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RESPONSES:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. Potentially affected Tribes were formally notified of this project during development of the RTP and were given the opportunity for further consultation on the project. As of May 2023, no Tribes have provided a formal response.

The proposed adoption of the RTP would not result in any physical changes, but future development of project components contained in the RTP could potentially impact tribal resources. Although most of the potential project components would occur within existing right of way and outside of culturally sensitive areas, it is conceivable that ground disturbance from potential road widenings, bridge work, a new trail or similar projects could occur near sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to Tribal resources.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency

will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any Tribal resource impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially increase utility use (water) during construction and for potential landscaping, once constructed. Construction of the individual RTP projects would also likely result in the generation of solid waste. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential utility impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would

be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any utility impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The proposed adoption of the RTP would not result in direct physical changes, however future development of project components contained in the RTP (roadway projects, trails, bridges, small structures, etc.) could potentially be impacted by wildfires and/or impact wildfires. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential wildfire impacts.

Mariposa County's RTP is a programmatic document that proposes goals and policies pertaining to the future of transportation in Mariposa County. It is intended to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next twenty-five years. The RTP is designed to guide the systematic development of a comprehensive multi-modal transportation system for Mariposa County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the RTP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the RTP alone would not create any wildfire impacts because specific development is not being proposed under this RTP and it would not authorize any development. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

RESPONSES:

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). The impact is *less than significant*.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly.

Chapter 4

List of Preparers

LIST OF PREPARERS AND CONSULTATIONS

List of Preparers of the CEQA Document

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Persons and Agencies Consulted for the CEQA Document

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- Rod Brown

Appendices

Appendix A

Mariposa County Regional Transportation Plan

Mariposa County Regional Transportation Plan 2022 - 2047



**Mariposa County Local
Transportation Commission**

DRAFT JULY 2023

EXECUTIVE SUMMARY

The 2022 Mariposa County Regional Transportation Plan (RTP) has been developed by the Mariposa County Local Transportation Commission (MCLTC) to document the transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Mariposa County residents over the next 25 years (2022-2047). This document is designed to guide the systematic development of a comprehensive multimodal transportation system for Mariposa County. The 2022 update of the Mariposa County RTP reflects the latest project funding and planning assumptions, updates regional issues and policies, and updates performance measures for tracking plan progress. The Mariposa County RTP supports the California Transportation Plan (CTP) 2050 vision of a “safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health.”

The Mariposa County Board of Supervisors serves as the local transportation commission for transportation related agenda items. The MCLTC is composed of five County supervisors representing the districts in the county. The MCLTC’s mission is to coordinate with its partners and communities to optimize the existing and future transportation systems. The MCLTC promotes a dynamic view of planning within the county by encouraging and supporting a variety of planning projects and programs.

Population over the period of the plan is expected to decrease slightly due to expected demographic trends including an aging population. Tourism traffic may add increasing demands on the roadway system; however, visitors to Yosemite National Park, the largest driver of tourism in the county, have dropped in recent years after peaking in 2016. The ongoing impacts of the COVID-19 pandemic and emerging transportation technologies may change the way people travel in the long term, but the automobile is expected to continue to be the dominant mode of transportation. Stresses on the roadway system induced by climate change may add demands for investment in the roadway network in coming years.

The aging population of the county and increasing desire in the general population for non-automotive transportation options is likely to increase the demand for transit. The desire for non-automotive transportation options also points to needs for investing in bicycle facilities and sidewalks.

The passages of the federal Bipartisan Infrastructure Law (BIL) and California Senate Bill (SB) 1 have improved the outlook for funding transportation maintenance and improvements in California. However, funding of the BIL beyond 2026 is unknown. Therefore, funding for investments in both automotive and non-automotive modes is likely to remain an issue.

The RTP contains the following chapters:

Executive Summary: Provides an overview of the plan and its components.

Introduction: Describes why and how the plan was developed, the regional setting and key characteristics of Mariposa County and its population, and other trends likely to impact the future of transportation in Mariposa County. Key characteristics identified include a slow growth rate and an aging population.

Policy Element: Describes the key issues relevant to planning in Mariposa County, other plans that affect the development of the RTP, and public participation in the development of the plan. These issues include the following:

- Concerns about safety on State highways and pavement conditions on local roads
- Concerns about vegetation management along roadways
- Lack of ample parking within Mariposa County activity centers and communities
- Lack of bicycle and pedestrian paths, trails, and other facilities
- Public desire for increased transit connections and more frequent service
- Concerns about appropriate lighting

The policy element presents the following regional vision: Create safe, efficient, and economically feasible regional transportation that:

- enhances livability for both residents and visitors while maintaining the rural character of Mariposa County;
- serves the social, cultural, economic, and environmental needs of the county, considering transit, bicycle, pedestrian, aviation, and freight transportation; and
- is maintained in good condition and improved to meet future needs, considering existing and new land use development in the county, interregional travel, and the effects of changing climate.

The policy element also identifies goals, objectives, and performance measures for the plan, including those for highways, transit, active transportation, aviation, air quality and greenhouse gases, transportation financing, goods movement, transportation system management, and land use.

Action Element: Identifies current conditions of each transportation mode and short- and long- term actions to address the needs of the transportation system and to meet the goals and objectives of the RTP. The Action Element addresses each of the following modes and topics:

- Roadway Network
- Public Transit
- Bicycle and Pedestrian Facilities
- Aviation
- Goods Movement
- Intelligent Transportation Systems
- Transportation Systems Management
- Air Quality and Greenhouse Gases
- Transportation Safety and Security

Financial Element: Outlines the financial assumptions and forecasts of transportation costs and revenues necessary to implement the Action Element. The Financial Element presents a constrained funding scenario that includes revenue that is reasonably expected to be available from existing funding mechanisms over the horizon of the RTP, including projections of the future State Transportation Infrastructure program (STIP) and federal transportation funds. The Financial Element also summarizes funding programs available to Mariposa County.

This plan meets all the requirements for RTPs developed by regional transportation planning agencies, as shown in **Appendix A**.

Mariposa County Local Transportation Commission

COUNTY COMMISSIONERS

Rosemarie Smallcombe, District 1

Shannon Poe, District 2

Danette Toso, District 3

Wayne Forsythe, District 4

Miles Menetrey, District 5

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Fehr & Peers

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INTRODUCTION

Purpose

As the Regional Transportation Planning Agency (RTPA) for Mariposa County, the MCLTC is required by California State law to prepare, adopt, and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) at least every five years. The purpose of this plan is to document Mariposa County's short-term (2022-2032) and long-term (2032-2047) regional transportation needs and set forth an effective, cost-feasible action plan to meet these needs. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system. The RTP promotes a continuous, comprehensive, and cooperative transportation planning process that facilitates the efficient development and implementation of projects while maintaining Mariposa County's commitment to public health and environmental quality. The RTP is coordinated with the California Transportation Plan (CTP) as the CTP demonstrates how major metropolitan areas, rural areas, and state agencies can correlate planning efforts to achieve critical statewide goals. When developing the RTP, the MCLTC worked to align with the goals, policies, strategies, and recommendations laid out in the CTP where applicable.

Process

The MCLTC is responsible for the preparation of the Mariposa County RTP and must ensure that all requirements of the RTP process are met. To do so, the MCLTC completed the following steps:

1. Solicited public comment from the general public via a public meeting and an online survey.
2. Consulted Native American Tribal Organizations, Caltrans, other public agencies, and other groups to notify them of the RTP update and public meetings.
3. Reviewed the California Transportation Plan 2050, the Mariposa County General Plan, and other statewide and local plans to understand statewide and local goals relevant to development of the Mariposa County RTP.
4. Prepared a draft plan that included all of the required elements. The draft plan was made available to the parties identified in step two for comment.
5. Responded to comments and, as appropriate, included responses to comments in the final document.
6. Prepared a Negative Declaration on the potential environmental effects of the adoption of the RTP in accordance with CEQA guidelines.
7. Adopted the RTP and the environmental documentation.

Public Participation in Transportation Planning

The planning of the county transportation system is accomplished through the coordination of various governmental agencies, advisory committees, and public input. As part of the process to develop the RTP, the MCLTC Public Participation Plan, June 2010, was reviewed and used to guide the public participation process for the RTP.

GOVERNMENT PARTICIPATION

The following government agencies and groups were given the opportunity to contribute to development of the RTP:

- Mariposa County Local Transportation Commission, serving as the Regional Transportation Planning Agency
- Mariposa County Social Services Transportation Advisory Council
- Mariposa County Air Pollution Control District
- Caltrans
- California Air Resources Board
- U.S. Environmental Protection Agency
- Federal Highway Administration
- Federal Transit Administration
- US Forest Service
- Bureau of Land Management
- National Parks Service
- California Department of Fish and Wildlife
- United States Fish and Wildlife Service
- Mariposa Resource Conservation District
- Mariposa County Unified School District

CITIZEN PARTICIPATION

Every person in Mariposa County is affected by transportation. Therefore, public involvement is a major component of the transportation planning process. The MCLTC makes a concerted effort to solicit public

input from all Mariposa County residents, including underrepresented groups, on transportation planning within Mariposa County. Specific examples include:

- Two community engagement events with a booth at the Mariposa Farmers' Market on August 24, 2022, and October 26, 2022. The purpose of the booths was to collect public input on transportation issues in the county. During the event, Mariposa County and consultant staff talked to members of the public, solicited input through voting on priority posters and comment cards, and directed the public to complete an online survey and stay connected to the RTP update. This process is further described in the Public Outreach section. **Appendix B** provides further details of inputs received via the outreach events and online survey.
- Mariposa County hosted a web page to keep the public informed during the RTP process. Planning documents, including the draft and final RTP, were posted to this site.
- Copies of the Draft RTP were made available for review at the Mariposa Public Library and on the project website.
- Press releases were sent to the media establishments announcing availability of the Draft RTP for review and comment and noting key findings.
- Public hearings were noticed in the local newspaper and held prior to adoption of the RTP and Regional Transportation Improvement Program.
- Notice of the Draft RTP was sent to the Mariposa County Chamber of Commerce.

NATIVE AMERICAN TRIBAL PARTICIPATION

The Native American Heritage Commission provided a list of tribal contacts with knowledge of cultural resources in Mariposa County. Each of the following tribes was contacted for consultation regarding the RTP (*Italicized* tribes are federally recognized):

- *Chicken Ranch Rancheria of Me-Wuk Indians*
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- *North Fork Rancheria of Mono Indians*
- *Picayune Rancheria of Chukchansi Indians*
- Southern Sierra Miwuk Nation
- *Tule River Indian Tribe*
- *Tuolumne Band of Me-Wuk Indians*
- *Wuksache Indian Tribe/Eshom Valley Band*

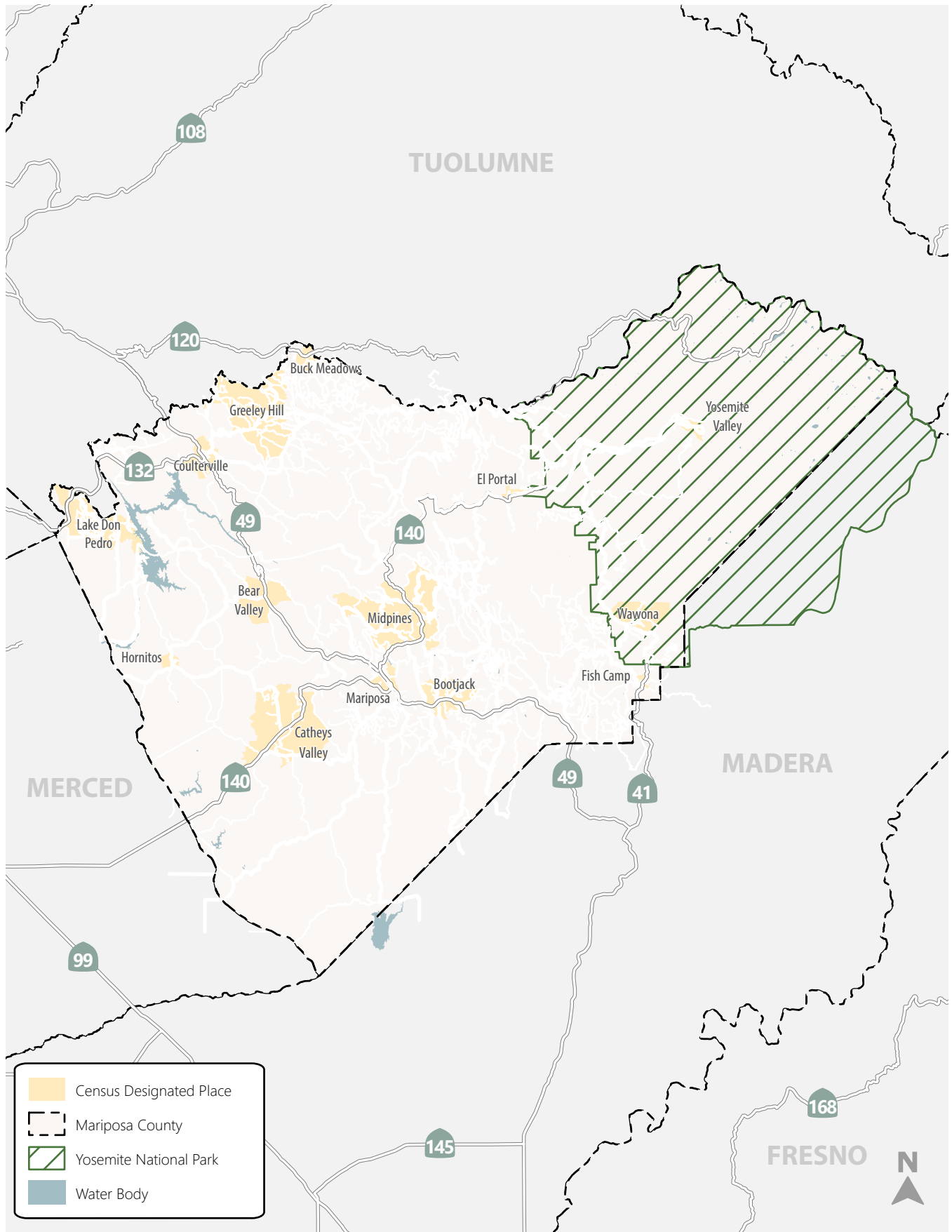
All tribes listed were contacted for participation in the RTP development by email and telephone in 2022. No comments were received from any of the tribes.

Regional Setting

Mariposa County is located in the western foothills of the Sierra Nevada. It lies north of Fresno, east of Merced, and southeast of Stockton. Bordering counties include Stanislaus, Tuolumne, Madera, and Merced. A significant portion of Yosemite National Park lies within Mariposa County, including Yosemite Valley, which receives most park visitors (Figure 1).



Figure 1: Mariposa County Regional Setting



Demographics

Transportation planning in Mariposa County is multifaceted and strives to balance the needs of many users including residents, people with special needs (such as those who are older, disabled, or have low income), visitors, and local workers.

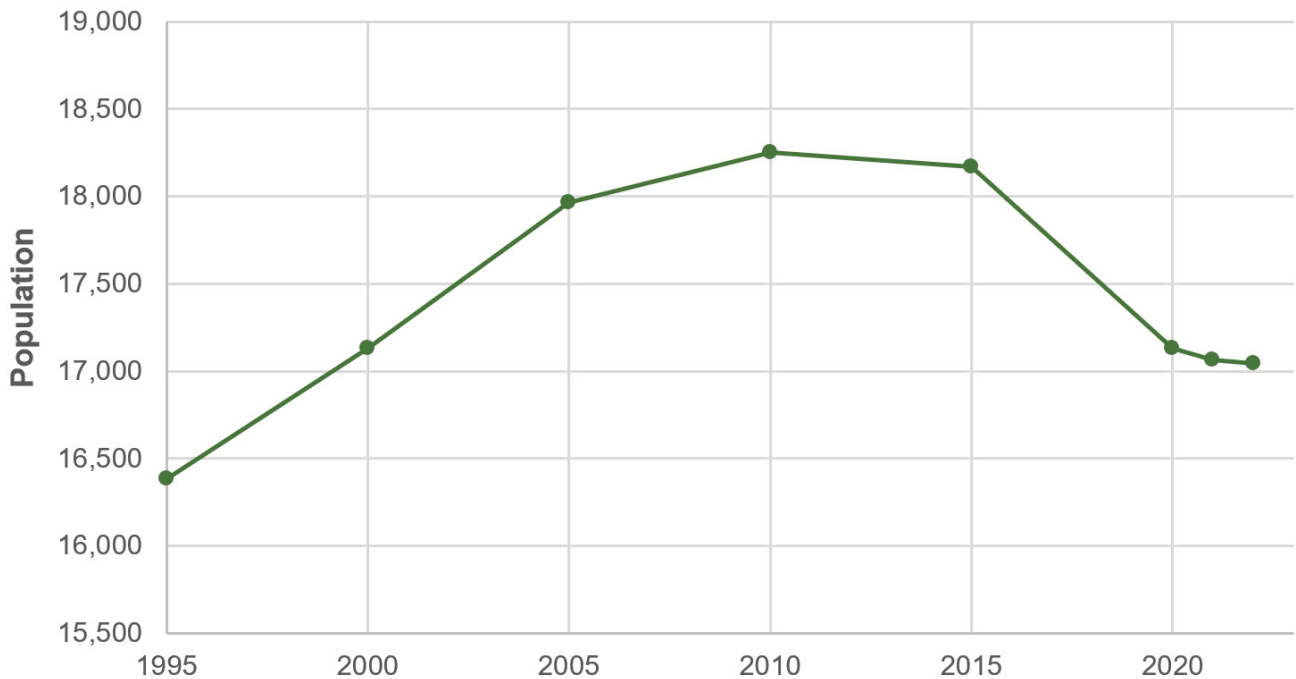
POPULATION

The total county population was estimated to be 17,045 in January 2022. Population has declined since 2010, by about 6.6 percent. The historic and current population for the County is shown in Table 1 and Figure 2.

TABLE 1: MARIPOSA COUNTY POPULATION	
DATE	POPULATION
April 2010	18,251
January 2015	18,172
April 2020	17,131
January 2022	17,045

Source: April 2010 and 2020 estimates provided by the U.S. Census Bureau. January 2015 and 2022 estimates provided by California Department of Finance (DOF), Report E-4 Population Estimates for Cities, Counties, and the State, January 2023.

Figure 2: Mariposa County Population Trend



Source: State of California, Department of Finance, Report E-4, Historical Population Estimates for Cities, Counties, and the State, Sacramento, California, January 2023.

There are no incorporated cities in Mariposa County; however, there are three census-designated places (CDP) in the county (Figure 3), including Mariposa, the county seat. A CDP is a concentration of population identified by the U.S. Census Bureau for statistical purposes. CDPs are delineated for each decennial census as the statistical counterparts of incorporated places such as cities, towns, and villages. CDPs lack a separate municipal government, but otherwise physically resemble incorporated places. Table 2 shows the population for each CDP as estimated in the 2021 American Community Survey.

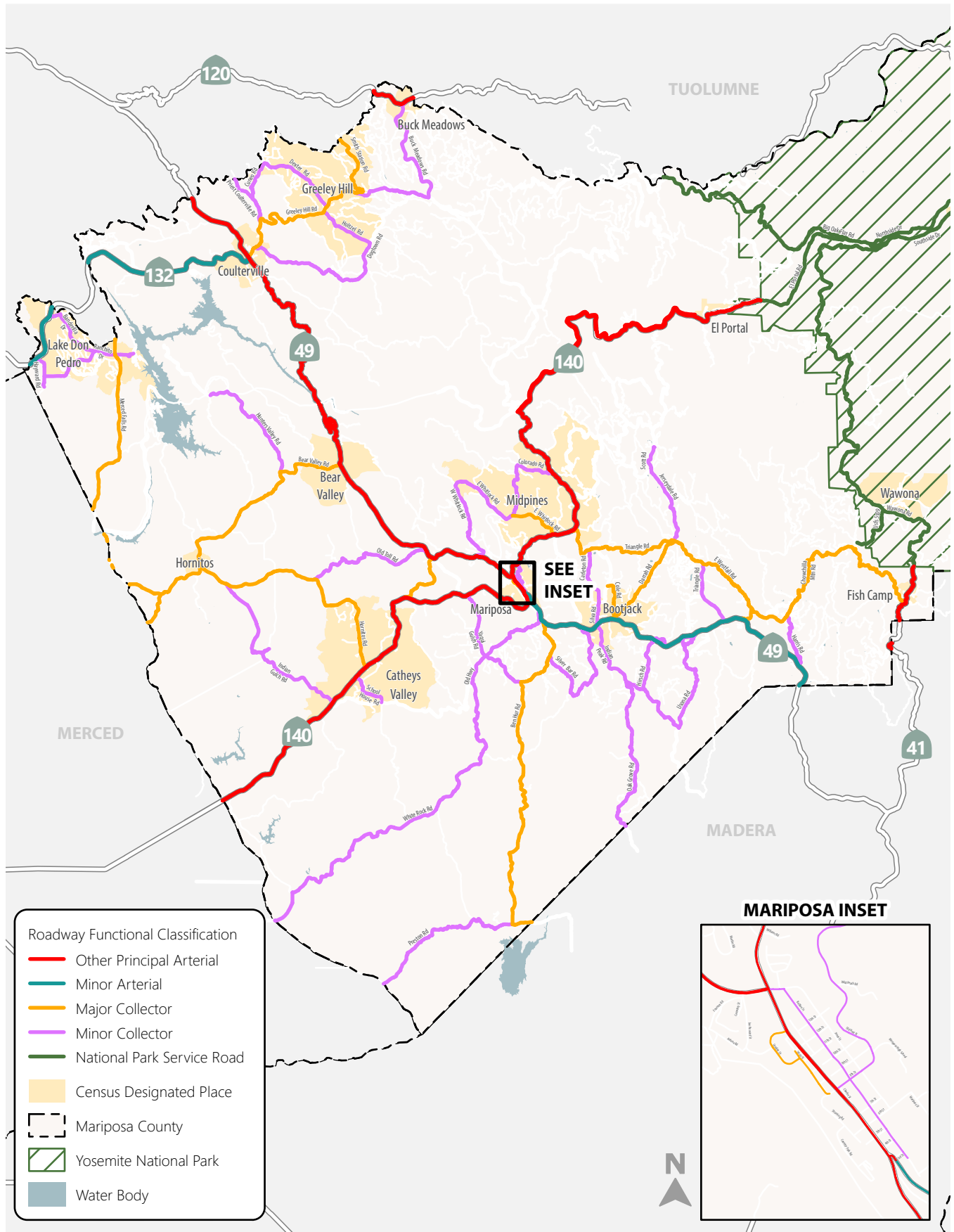
TABLE 2: CENSUS-DESIGNATED PLACES IN MARIPOSA COUNTY

CENSUS-DESIGNATED PLACE	2021 ESTIMATE
Mariposa	1,305
Bootjack	592
Yosemite Valley	1,210
Bear Valley	84
Bridgeport	424
Buck Meadows	0
Catheys Valley	783
El Portal	363
Fish Camp	0
Greeley Hill	945
Hornitos	69
Lake Don Pedro	1,419
Crane Creek	34
Coulterville	44
Midpines	295
Wawona	101
Yosemite West	35
Mt. Bullion	133

Source: US Census Bureau, ACS 2021 5-Year Estimates, Table S0101.



Figure 3: Population Centers and Roadway Networks



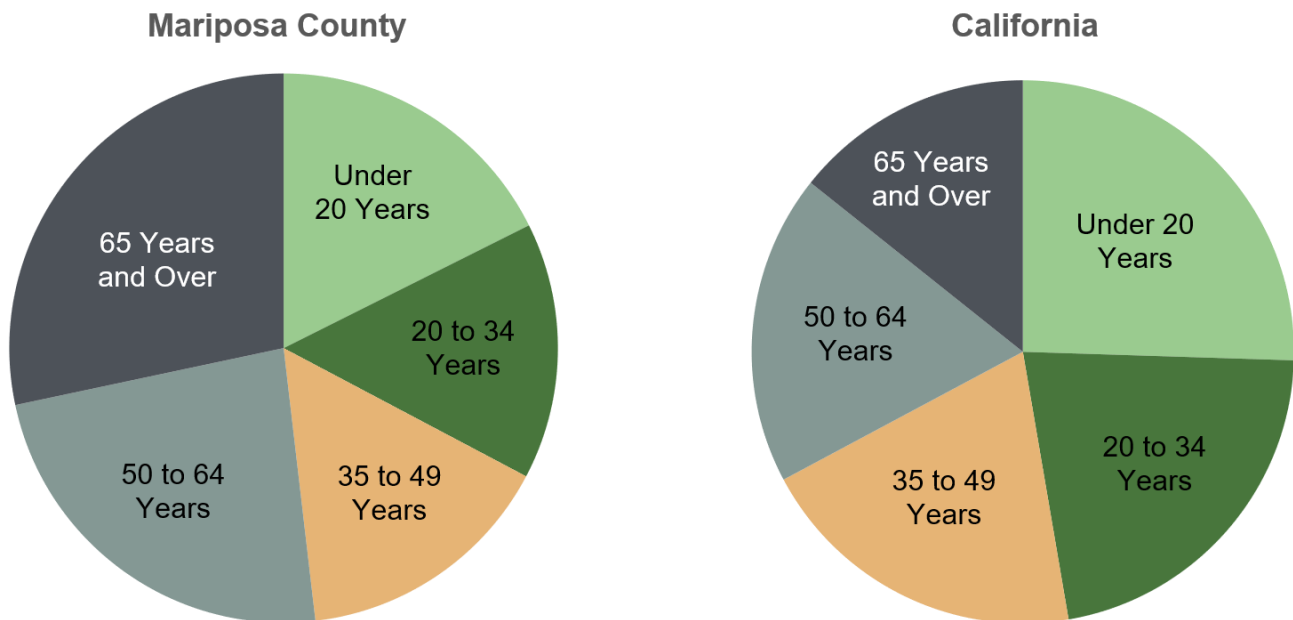
AGE OF POPULATION

Based on 2021 American Community Survey (ACS) data, a greater share of Mariposa County’s population is over age 50 when compared to California as a whole. This data is presented in Table 3 and Figure 4. The median age in Mariposa County was 51.6 years, compared to 37.0 years for California as a whole (ACS 5-Year Estimates, 2021). As a population ages, the demand for alternative transportation modes to driving typically increases in most locations as people either elect to stop or can no longer drive automobiles.

TABLE 3: 2021 POPULATION ESTIMATES BY AGE				
AGE	MARIPOSA COUNTY		CALIFORNIA	
	Persons	Share	Persons	Share
Under 20 Years	3,051	17.6%	10,031,434	25.2%
20 to 34 Years	2,612	15.1%	8,568,471	21.8%
35 to 49 Years	2,644	15.4%	7,873,193	19.9%
50 to 64 Years	4,057	23.5%	7,312,376	18.5%
65 Years and Over	4,861	28.3%	5,669,879	14.3%
Total	17,225	100%	39,455,353	100%

Source: US Census Bureau, ACS 2021 5-Year Estimates, Table S0101.

Figure 4: Population by Age



Source: US Census Bureau, ACS 2021 5-Year Estimates, Table S0101.

POPULATION FORECASTS

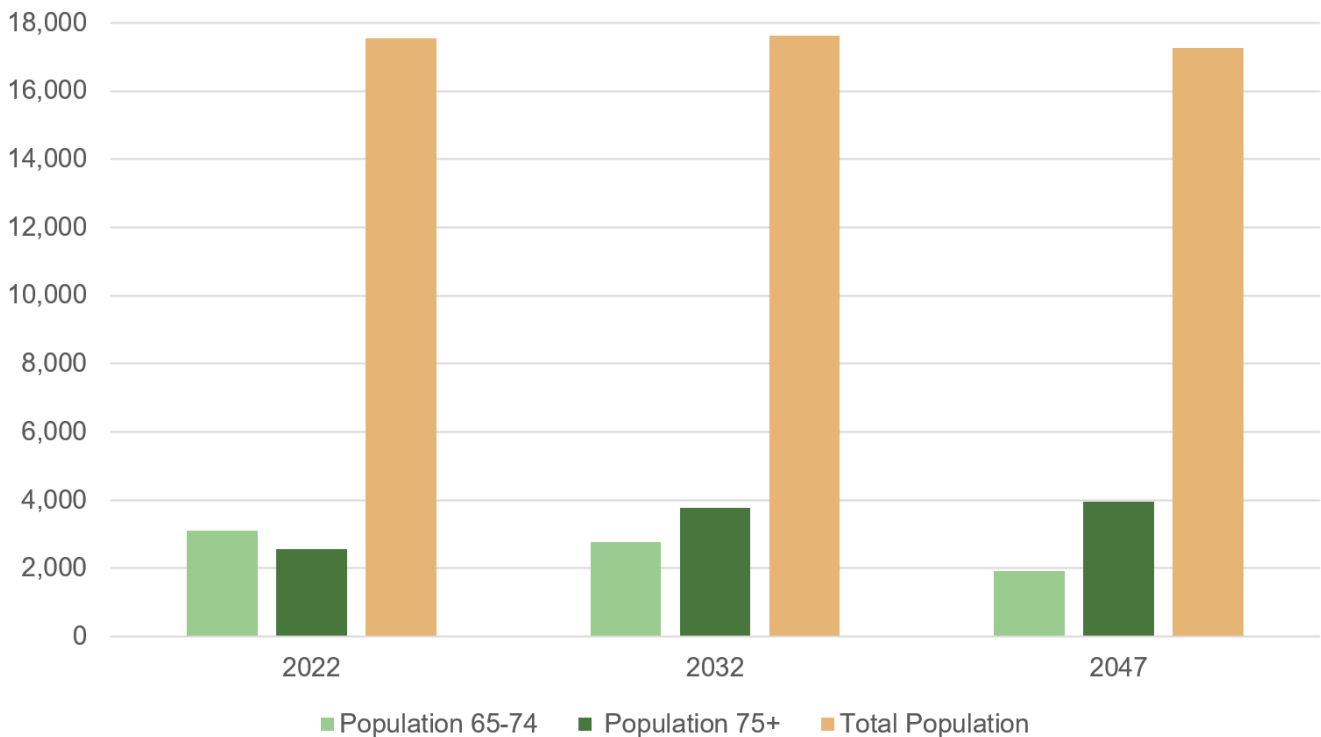
As shown in Table 4 and Figure 5, the population of Mariposa County is projected to increase slowly over the horizon of this plan. As Mariposa County’s population increases, additional demand will be placed on the existing transportation infrastructure. Therefore, the analysis contained in this RTP reviews the need for maintenance of existing facilities and the need for new facilities.

As the residents of Mariposa County age, their need for services is likely to increase. Between 2022 and 2047, the senior population (over age 65) is anticipated to grow by approximately 15 percent between 2022 and 2032, but decrease by 10 percent between 2032 and 2047. As persons age 65 and older are a major transit market, this suggests additional demand will be placed on fixed-route transit and paratransit services over the plan period and highlights the need to address the long-term expansion of transit operating revenues.

YEAR	TOTAL POPULATION	POPULATION 65 YEARS AND OLDER	SHARE 65 YEARS AND OLDER
2022	17,556	5,669	32%
2032	17,634	6,540	37%
2047	17,252	5,886	34%

Source: California Department of Finance (DOF), Report E-4 Population Estimates for Cities, Counties, and the State, Sacramento, CA, May 2022, California Department of Finance (DOF), Report P-2 County Population Projection (2010-2060).

Figure 5: Mariposa County Projected Population



Source: California Department of Finance, Demographic Research Unit, 2022.

EMPLOYMENT

In 2021, 7,010 county residents 16 years of age and older were members of the labor force (Table 5). This number represents approximately 40 percent of all residents 16 years and older. This share is a decrease from 2018 when the labor force was 7,650.

TABLE 5: LABOR FORCE

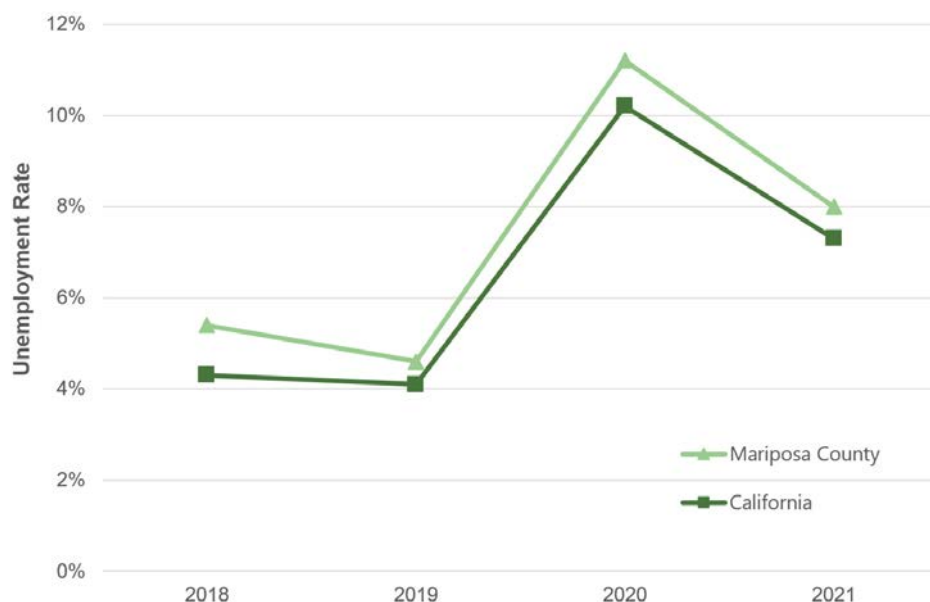
YEAR	MARIPOSA COUNTY				CALIFORNIA			
	LABOR FORCE	NUMBER EMPL.	NUMBER UNEMPL.	UNEMPL. RATE	LABOR FORCE	NUMBER EMPL.	NUMBER UNEMPL.	UNEMPL. RATE
2018	7,650	7,240	410	5.4%	19,289,500	18,468,100	821,400	4.3%
2019	7,630	7,280	350	4.6%	19,409,400	18,612,600	796,800	4.1%
2020	7,190	6,390	810	11.2%	18,931,100	16,996,700	1,934,500	10.2%
2021	7,010	6,460	560	8.0%	18,923,200	17,541,900	1,381,200	7.3%

Source: California Employment Development Department (EDD), 2022.

Mariposa County's annual average unemployment in 2021 was reported at 8.0 percent. This has worsened over 2018 when the County unemployment rate was 5.4 percent, potentially due to the COVID-19 pandemic and related economic forces. This trend is depicted in Figure 6.

The December 2022 unemployment rate for Mariposa County was 4.5 percent. Table 6 shows the December 2022 Benchmark Monthly Labor Force Data for Mariposa County and the Mariposa CDP.

Figure 6: Unemployment Rate



Source: California Employment Development Department (EDD), 2022.

TABLE 6: MONTHLY LABOR FORCE DATA, DECEMBER 2022

AREA	LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT RATE
Total Mariposa County	6,660	6,360	4.5%
Mariposa CDP	420	410	2.4%

Source: State of California December 2022 Labor Market Benchmark. Data not seasonally adjusted.

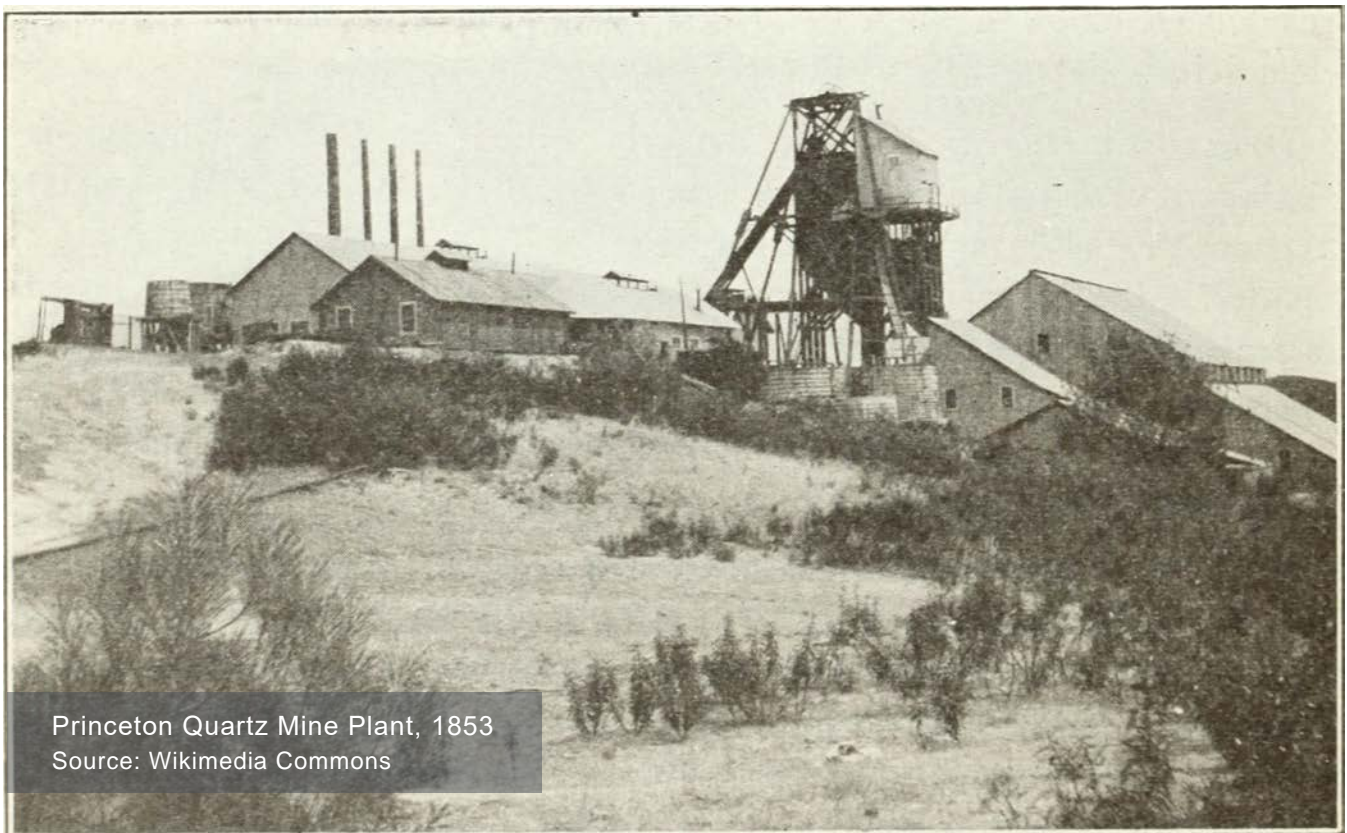
JOB GROWTH

The job growth by industry between 2017 and 2022 is shown in Table 7. The county experienced a 7.7 percent overall decrease in wage and salary jobs. Private Service Providing declined by 13.2 percent and government by 5.0 percent; these industries account for nearly 95 percent of jobs in the county. Mining, Logging and Construction, and Farm have grown by 31.6 percent and 50 percent respectively, while Manufacturing has remained flat; these industries account for just 5 percent of jobs.

TABLE 7: MARIPOSA COUNTY JOB GROWTH BY INDUSTRY

INDUSTRY	2017	2022	CHANGE FROM 2017
Private Service Providing	3,020	2,620	-13.2%
Government	2,020	1,920	-5.0%
Mining, Logging, and Construction	190	250	31.6%
Manufacturing	90	90	0.0%
Farm	20	30	50.0%
Total, All Industries	5,330	4,920	-7.7%

Source: State of California December 2022 Labor Market Benchmark.



The largest employers in Mariposa County are listed in Table 8.

TABLE 8: LARGEST EMPLOYERS IN MARIPOSA COUNTY		
EMPLOYER (EMPLOYEES)	JOB CATEGORY	CITY/COMMUNITY
Yosemite Concession Services (1,000 – 4,999)	Concessionaires	Yosemite National Park
National Park Service (1,000 – 4,999)	Government Services	Yosemite National Park
Forestry & Fire Protection (500 – 999)	Government Offices-State	Mariposa County
Mariposa County (250 – 499)	Government Offices-County	Mariposa County
Wawona Hotel (100 – 249)	Hotels / Motels	Yosemite National Park
John C. Freemont Health Care (100 – 249)	Hospitals	Mariposa
Ahwahnee Hotel (100 – 249)	Hotels / Motels	Yosemite National Park
California Association of Realtors (100 – 249)	Real Estate	Mariposa
Yosemite View Lodge (50 – 99)	Hotels / Motels	Yosemite National Park
Mariposa County Unified School District (100 – 249)	Education	Mariposa/Coulterville
NatureBridge (50 – 99)	Camps	Yosemite National Park
Sierra National Forrest (50 – 99)	Government Services	Mariposa
Triple D. Corporation (50 – 99)	Management Services	Mariposa
Mariposa Fairgrounds & Exposition Center (50 – 99)	Fairgrounds	Mariposa
Tavis Corporation (50 – 99)	Measuring/Controlling Devices NEC (mfrs)	Mariposa
Cedar Lodge Motel (50 – 99)	Hotels / Motels	El Portal
Sources: California Employment Development Department (EDD) 2022, National Park Service 2019.		

According to the California Department of Conservation (2023), Mariposa County has four active mines, listed below:

- Colorado Quartz Mine (ID: 91-22-0004)
- Yosemite Slate Quarry (ID: 91-22-0007)
- Mt. Gaines (ID: 91-22-0008)
- Long Aggregates (ID: 91-22-0010)

EMPLOYMENT PROJECTIONS

Total employment projections for the Eastern Sierra-Mother Lode Region, which includes Alpine, Amador, Calaveras, Inyo, Mariposa, Mono, and Tuolumne counties, are described in the 2018-2028 Industry Employment Projections from the Employment Development Department and summarized in Table 9, in order of most employees belonging to each industry. Employment in the region is forecasted to increase 6.4 percent between 2018 and 2028. The fastest growing industry during this period is projected to be private education, health care, and social assistance (20.9 percent), followed by professional and business services (13.0 percent) and transportation, warehousing, and utilities (11.6 percent).

INDUSTRY	GROWTH (2018 TO 2028)
Government	7.2%
Leisure and Hospitality	4.4%
Trade, Transportation, and Utilities	-2.4%
Retail Trade	-4.4%
Educational Services (Private), Health Care, and Social Assistance	20.9%
Self Employment	6.1%
Construction	7.7%
Professional and Business Services	13.0%
Manufacturing	5.2%
Other Services	3.0%
Financial Activities	3.1%
Transportation, Warehousing, and Utilities	11.6%
Total Farm	-7.6%
Information	-8.3%
Wholesale Trade	0.0%
Mining and Logging	-11.9%
Total, All Industries	6.4%

Source: 2018-2028 Industry Employment Projections, EDD Labor Market Information Division, April 2021.

INCOME

In 2021, the annual per capita income in Mariposa County was \$31,871 (U.S. Census Bureau). The 2021 median household income was \$53,304, compared to the state median of \$84,097. Income for Mariposa County and California is shown in Table 10.

TABLE 10: MARIPOSA COUNTY HOUSEHOLD INCOMES				
		MARIPOSA COUNTY		CALIFORNIA
Median Income		\$53,304		\$84,097
Mean Income		\$70,052		\$119,149
Households Receiving Social Security	Count	3,482		3,673,578
	Share	45.9%		27.8%
Sources: US Census Bureau, Selected Economic Characteristics 2017-2021. American Community Survey 5-Year Estimates.				

A summary of households with income below the poverty line and households receiving food stamps is provided in Table 11.

TABLE 11: MARIPOSA COUNTY HOUSEHOLD INCOMES				
AGE	MARIPOSA COUNTY		CALIFORNIA	
	Count	Share	Count	Share
People Below Poverty Line	17,343	14.0%	5,487,141	14.3%
Households Receiving Food Stamps	866	11.4%	1,259,489	9.5%
Households Receiving Supplemental Security Income	288	3.8%	788,556	6.0%
Households Receiving Cash Public Assistance	155	2.0%	480,154	3.6%
Total Households	7,588	100%	13,217,586	100%
Source: US Census Bureau, AUS Census Bureau, ACS 2021 5-Year Estimates, Selected Economic Characteristics.				

COMMUTING

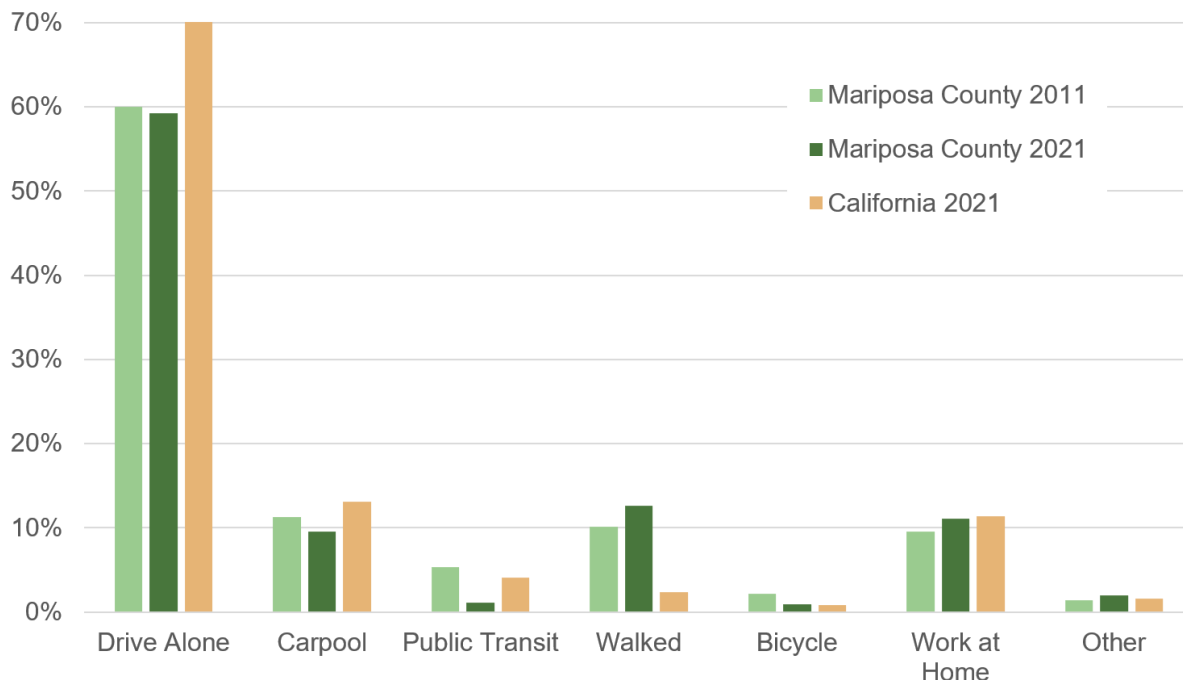
Table 12 and Figure 7 compare the commuting mode split for Mariposa County to California, based on the 2007-2011 and 2017-2021 American Community Survey 5-Year Estimates.

TABLE 12: COMMUTE TO WORK MODE SPLIT			
MODE	MARIPOSA COUNTY 2011	MARIPOSA COUNTY 2021	CALIFORNIA 2021
Drive Alone	60.0%	59.2%	70.1%
Carpool	11.3%	13.1%	9.6%
Public Transportation	5.3%	1.1%	4.1%
Walked	10.1%	12.6%	2.4%
Bicycle	2.2%	0.9%	0.8%
Work at Home	9.6%	11.1%	11.4%
Other	1.4%	2.0%	1.6%

Source: U.S. Census Bureau, 2007-2011 and 2017-2021 ACS Estimates, Table S0801

As shown, most workers (72.4 percent) in Mariposa County commute to work by car (alone or in a carpool), which is less than the state as a whole. Since 2011, carpooling and taking public transit and biking to work have declined within the county, while walking to work and working at home has increased.

Figure 7: Commute to Work Transportation Mode Split



Source: U.S. Census Bureau, 2007-2011 and 2017-2021 ACS 5-Year Estimates.

Table 13 compares the 2021 commute times within the county to commute times within the state. The mean travel time to work in Mariposa County is the same as the state, roughly 29.5 minutes.

Place of work data from the 2021 American Community Survey 5-Year Estimate are shown in Table 14 for Mariposa County and for California. Approximately 20 percent of Mariposa County residents work outside the county, which is greater than the 16 percent of workers within California that work outside their county of residence.

The most recent data from the Department of Motor Vehicles (DMV) shows that Mariposa County had a total of 29,094 registered vehicles in 2021. Of this total, 1,077 (3.7 percent) were registered as motorcycles. Statewide, 2.4 percent of registered vehicles are motorcycles.

TABLE 13: TRAVEL TIME TO WORK		
TRAVEL TIME	MARIPOSA COUNTY	CALIFORNIA
Less than 10 minutes	27.0%	9.3%
10 to 19 minutes	24.4%	27.0%
20 to 29 minutes	12.4%	20.4%
30 to 44 minutes	15.1%	22.2%
45 to 59 minutes	7.5%	8.8%
60 or more minutes	13.4%	12.3%
Source: U.S. Census Bureau, 2017-2021 American Community Survey, Table S0801.		

TABLE 14: PLACE OF WORK		
PLACE OF WORK	MARIPOSA COUNTY	CALIFORNIA
County of residence	79.9%	83.5%
Another California county	19.9%	16.0%
Outside state of residence	0.2%	0.4%
Source: U.S. Census Bureau, 2017-2021 American Community Survey, Table S0801.		

Vehicles per household data from the 2021 American Community Survey 5-Year Estimate are shown in Table 15. Approximately 290 or 3.8 percent of Mariposa County households have no vehicles available, comparable to the 2.7 percent share reported in 2017.

TABLE 15: VEHICLES PER HOUSEHOLD			
VEHICLES PER HOUSEHOLD	MARIPOSA COUNTY 2017	MARIPOSA COUNTY 2021	CALIFORNIA 2021
None	2.7%	3.8%	3.2%
1	12.5%	21.8%	18.0%
2	41.5%	32.2%	37.5%
3 or more	43.3%	42.2%	41.2%
Source: U.S. Census Bureau, 2013-2017 and 2017-2021 American Community Survey, Table S0801.			

HOUSING

Housing in Mariposa County has decreased 6.1 percent over the last five years as shown in Table 16. As of 2022, there are 9,840 housing units in the county; approximately 76.2 percent of households are occupied. Total persons per household are reported at 2.24. The 2006 General Plan shows a total of 162,509 acres of vacant land; due to slow growth in the county, this number is not expected to have diminished significantly. Some of the vacant land has several building constraints in its topography and may not be suitable for building additional housing units. Sub-dividable land for the purposes of building structures is limited throughout the county. The National Park Service has noted that the lack of quality housing, coupled with long commute times, is affecting Yosemite National Park’s ability to attract and retain employees. In-demand skilled employees such as utility systems operators, electricians, architects, and engineers are particularly difficult to attract and retain.

TABLE 16: MARIPOSA COUNTY HOUSING UNITS

YEAR	SINGLE FAMILY	MULTI-FAMILY	MOBILE HOMES	TOTAL HOUSING UNITS
2017	7,241	838	2,413	10,492
2022	6,798	777	2,266	9,840
Change	-6.1%	-7.3%	-6.1%	-6.2%

Source: State of California, Department of Finance, Report E-5, Table 2: Population and Housing Estimates, January 2017, January 2022; California Department of Finance Demographic Research Unit.



Creekside Terrace in Mariposa
Source: Sierra News Online

LAND USE

Mariposa County's diverse geography includes the eastern Central Valley, oak-covered foothills, and the high mountains of Yosemite National Park. Its natural beauty makes it a desirable place to live and visit. The General Plan land use element indicates there are three broad areas of land use that characterize the existing land use pattern in Mariposa County. In the eastern portion of the county, public lands that are oriented to recreation and resource uses dominate the land pattern. In the west, agricultural uses are primary. The remainder of the county to the north and south contain rural residential areas as well as smaller town and village communities that contain the majority of commercial and industrial uses and higher-density housing. The County has established policies concerning Williamson Act lands to help preserve farmland and open space. As of FY 2019-2020, there were 214,198 acres under Williamson Act contracts.¹

PLANNING AREAS

The General Plan utilizes the land use classification “planning area.” Planning areas are identified as towns, communities, and special planning areas. Planning areas are implemented by area plans adopted by the Board of Supervisors. “Area plans” are adopted to meet the needs of each town, community, or uniquely identified special area of the county. An adopted area plan establishes the extent of land uses for each land use classification in that planning area. Generally, area plans address residential, commercial, industrial, public, and other land use classifications. However, depending on the guiding principles of an area plan, not all classifications may be included. These plans are incorporated into Volume II of the General Plan.

Town planning areas represent the rural scale “urban” development centers for the county. Town planning areas are specifically designated as locations in the county where policy mandates a broad and comprehensive mixture of land uses and zoning. A mixture of housing types and styles for all economic segments of the county are disbursed throughout the town planning areas. The County has adopted town planning area specific plans for Mariposa, Coulterville, Fish Camp, and Wawona.

Community planning areas represent separate policy approaches. A planning area's character and values are generally based in the character of the General Plan land use classifications in which it is situated. At the policy level, area plans are developed specifically to reflect community values. The County has adopted a community plan for Catheys Valley.

.....
 1 Mariposa County 2019-2020 Williamson Act (LCA) Biennial Report Update, May 6, 2022.

TOURISM

State highways in Mariposa County carry a significant volume of tourist traffic. Yosemite National Park occupies approximately 57 percent of the total county land area of 931,200 acres (1,451 square miles). According to the Yosemite National Park District Year to Date Report (Yosemite National Park, December 2022), 23 percent of Yosemite National Park recreation visitors enter the park from the Arch Rock entrance on SR 140. These visitors drive through Mariposa County and many contribute to the local economy. As shown in Figure 8, visitors to Yosemite National Park, the largest driver of tourism in the county, have dropped in recent years after peaking in 2016.

Figure 8: Yosemite National Park Annual Visitors



Source: National Park Service Visitor Use Statistics, Yosemite National Park Annual Recreation Visits, 2021.

OTHER TRENDS POTENTIALLY IMPACTING TRANSPORTATION DEMAND

Other trends and factors may impact future transportation demand in Mariposa County:

- **Labor force participation:** A combination of the ongoing effects of the COVID-19 pandemic and an aging population may keep labor force participation below historic levels.
- **Telecommuting:** Even before the COVID-19 pandemic, census data showed an increasing share of workers working from home. The pandemic has escalated this trend. Ongoing improvements in broadband access are likely to also support this trend.
- **Online shopping:** Online shopping is already popular and may continue to increase with availability of services such as Amazon's next-day delivery on many items.
- **Driving age population:** A greater share of aging baby boomers is continuing to drive later in life than previous generations. The share of population of non-driving youth (age younger than 16 years) within the county has been decreasing or stagnant. Thus, the overall driving age population share may increase.
- **Non-auto mode options:** In recent years, the public has expressed increasing demand for biking, walking, and transit. This demand was also reflected during public input sessions for the RTP (discussed further in the Public Outreach section).
- **Real income growth:** Economic growth has been limited in Mariposa County since the recent recession. Many employers have reduced staffing, as shown in the labor force reductions over recent years. Though these decreases may slow, large increases are not expected.
- **Autonomous cars:** Availability of autonomous cars may increase the ease of driving, especially for senior drivers, and thus increase vehicle miles traveled (VMT).

Changes in the factors listed above as well as other factors will likely influence transportation demand and VMT in the future; gas prices, economic outlook, and other historical factors have varied greatly in the past, and technologies such as autonomous cars have no direct historical precedent. The likely outcome of any particular factor, and especially the combination of all factors, cannot be forecasted definitively.

POLICY ELEMENT

The purpose of the Policy Element is to set a policy framework by which the County’s mobility needs are identified and met. The Regional Transportation Plan Policy Element identifies the transportation goals, objectives, performance measures, and policies to meet the needs of the region and reflects consideration of the region’s environmental, social, and economic goals.

These goals, objectives, and policies are the foundation for long-term planning and the basis of the projects and actions in the Action Element of the RTP. Additionally, land use decisions and regional transportation policy are linked to each other and to the region’s air quality.

The goals, objectives, and policies developed for this plan are the result of a public outreach process described below and in collaboration with the MCLTC.

Plans Reviewed

The Policy Element and the RTP have been developed to be consistent with other local, regional, and state plans and other policy documents. These plans and documents are summarized below.

State Plans

CALIFORNIA STATE TRANSPORTATION PLAN

The California Transportation Plan (CTP) 2050 was released in February 2021. The long-range plan includes goals, policies, strategies, and performance measures that provide a common framework for guiding transportation decisions and investments by all levels of government and the private sector.

The plan’s vision is that “California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health.” To make this vision a reality, eight priority goal areas were identified to guide state and regional transportation planning and decision-making in the years ahead: safety, climate, equity, accessibility, quality of life & public health, economy, environment, and infrastructure.

The CTP identifies recommendations which address the goals identified in the CTP 2050 vision:

- Expand access to safe and convenient active transportation options
- Improve transit, rail, and shared mobility options
- Expand access to jobs, good, services, and education
- Advance transportation equity
- Enhance transportation system resiliency
- Enhance transportation safety and security
- Improve goods movement systems and infrastructure
- Advance zero-emissions vehicle (ZEV) technology and supportive infrastructure
- Manage the adoption of connected and autonomous vehicles
- Price roadways to improve the efficiency of auto travel
- Encourage efficient land use
- Expand protection of natural resources and ecosystems
- Strategically invest in state of good repair improvements
- Seek sustainable, long-term transportation funding mechanisms.

CALIFORNIA CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE

The Climate Action Plan for Transportation Infrastructure (CAPTI) was adopted in July 2021. The plan provides a framework and statement of intent for aligning state transportation infrastructure investments with state climate, health, and social equity goals, built on the foundation of the “fix-it-first” approach established in SB 1. The CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020, targeted at reducing greenhouse gas emissions in transportation to reach the state’s climate goals. The California State Transportation Agency (CalSTA) developed the CAPTI through collaboration with state agencies and outreach with hundreds of stakeholders.

The strategies within the CAPTI are as follows:

- Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments
- Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments
- Elevate Community Voices in How We Plan and Fund Transportation Projects
- Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships
- Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands
- Support Local and Regional Innovation to Advance Sustainable Mobility
- Strengthen Transportation-Land Use Connections
- Monitor Implementation and Report Progress

CALIFORNIA STRATEGIC HIGHWAY SAFETY PLAN AND IMPLEMENTATION PLAN

The California Strategic Highway Safety Plan (SHSP) was updated in March 2021. The SHSP is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on the state’s public roads. It was updated using the latest crash data and input from outreach events, with a focus on strategies with the greatest potential to reduce fatalities, serious injuries, and overall crashes. The mission of the 2020–2024 SHSP is to ensure safety for all modes of travel on California’s public roads, with a goal of moving towards zero fatalities and serious injuries.

As a follow-up to the SHSP, the SHSP Implementation Plan was concurrently released in March 2021. The Implementation Plan identifies specific actions to implement the strategies based on the framework of the SHSP document. These include actions for the plan’s steering committee and identified challenge areas (e.g., lane departures, speed management, active transportation, intersections, etc.). To monitor progress, crash data will be reviewed, and the implementation plan will be updated annually.

CALIFORNIA INTERREGIONAL TRANSPORTATION STRATEGIC PLAN

The California Interregional Transportation Strategic Plan (ITSP) was updated in October 2021. The ITSP focuses on interregional travel, defined as: “Long distance trips that facilitate the movement of people and goods between two or more regions.” The ITSP provides an interregional travel policy framework to guide Caltrans and partner agencies of California’s eight regions in the development of comprehensive, multimodal corridor plans which lead to project identification as part of the Interregional Transportation Improvement Program (ITIP). Programs, districts, and partner agencies should use the policies and strategies in the ITSP when assessing the interregional transportation system and identifying improvements.

CALIFORNIA BICYCLE AND PEDESTRIAN PLAN

Toward an Active California, the State Bicycle and Pedestrian Plan, was released in May 2017. It was the first statewide plan for active transportation modes, created by a culmination of discussions and analysis by Caltrans management, local and regional agencies, state agency partners, advocacy organizations, and other stakeholders. The vision statement of the plan is “By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.” The plan determined four objectives, fifteen strategies, and sixty actions specific to active transportation. The four objectives are:

- **Safety:** Reduce the number, rate, and severity of bicycle- and pedestrian-involved collisions
- **Mobility:** Increase walking and bicycling in California
- **Preservation:** Maintain a high quality active transportation system
- **Social Equity:** Invest resources in communities that are most dependent on active transportation and transit

CALIFORNIA STATE RAIL PLAN

The draft California State Rail Plan was released in March 2023. The plan envisions “California will have a customer-focused, fully integrated rail system serving as a preferred mode of choice for both passengers and shippers. The rail system will enhance economic growth, improve quality of life, advance equity of the State’s most vulnerable and impacted communities, while being a force in meeting California’s ambitious climate goals.” The plan lays out a strategy for investments and steps that support this vision for a cohesive statewide rail system. Near-term implementation in the plan includes:

- Integrating ticketing and fare coordination across statewide network
- Integrating state rail and intercity bus systems to run on a consistent schedule
- Increasing service between Merced and Sacramento
- New Service along the California High-Speed Rail Initial Operating Segment

CALIFORNIA FREIGHT MOBILITY PLAN

The California Freight Mobility Plan (CFMP) was updated in March 2020. The 2020 CFMP was developed by Caltrans to govern the near-term and long-range freight planning activities and capital investments by the state. This multimodal freight transportation system facilitates the reliable and efficient movement of goods while ensuring a prosperous economy, social equity, human wellbeing, and environmental health. The CFMP also complies with the freight provisions of the federal Fixing America’s Surface Transportation (FAST) Act, which requires that each state receives funding under the National Highway Freight Program to develop a State Freight Plan.

Through an outreach and engagement process, and building on the previous plan, the CFMP 2020 created seven goals:

- Multimodal Mobility
- Economic Prosperity
- Environmental Stewardship
- Healthy Communities
- Safety & Resiliency
- Asset Management
- Connectivity & Accessibility

CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

The California Sustainable Freight Action Plan was released in July 2016 per an Executive Order from Governor Jerry Brown. It was based on collaboration among the California State Transportation Agency, California Environmental Protection Agency, Natural Resources Agency, California Air Resources Board, California Department of Transportation, California Energy Commission, and Governor’s Office of Business and Economic Development. The Action Plan summarizes current policy drivers and establishes the vision and guiding principles intended to integrate investments, policies, and programs across State agencies to improve safety and reduce pollution in California’s freight transport system. Two measurable targets established by Executive Order that help the State agencies

evaluate and adapt implementation of the Action Plan over time are as follows:

- Improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030.
- Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

CALIFORNIA STATEWIDE TRUCK PARKING STUDY

The California Statewide Truck Parking Study was released in February 2022. The plan identifies the current truck parking supply in the State and outlines the truck parking need based on safety, demand, and stakeholder input. The plan offers strategies to provide safe places for truck drivers to ensure the safe, efficient movement of goods and reflect local requirements, concerns, and goals.

CALIFORNIA STATE WILDLIFE ACTION PLAN

The California State Wildlife Action Plan was last updated in 2015. The plan examines the health of wildlife in the state and prescribes actions to conserve wildlife and habitat. The plan promotes wildlife conservation while addressing the needs of a growing human population through three goals:

- Maintain and increase ecosystem and native species distributions in California, while sustaining and enhancing species abundance and richness.
- Maintain and improve ecological conditions vital for sustaining ecosystems in California.
- Maintain and improve ecosystem functions and processes vital for sustaining ecosystems in California.

CALIFORNIA STATE HIGHWAY TRANSPORTATION CONCEPT REPORTS

Caltrans prepares a Transportation Concept Report (TCR) or Corridor System Management Plan (CSMP) for each of its facilities. A TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in the Caltrans long-range corridor planning process. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service (LOS) and quality of operations that are feasible to attain over a 20-year period. In addition to the 20-year route concept level, the TCR includes an “ultimate concept,” which is the goal for the route beyond its 20-year planning horizon.

STATE ROUTE (SR) 49 TRANSPORTATION CONCEPT REPORT

The 2013 TCR for SR 49 shows a concept LOS of C in rural areas and D in urban areas. Although the TCR classifies the entire length of SR 49 in the county as rural, the segment through the community of Mariposa coincident with SR 140 serves as a main street in a town center. The TCR anticipates six of 10 segments within Mariposa County analyzed (segments 1-5 and 7) will be deficient by 2030 and may require upgrades to a four-lane expressway. However, these are not currently planned or programmed projects.

STATE ROUTE 140 TRANSPORTATION CONCEPT REPORT

The 2016 TCR for SR 140 shows a concept LOS of C in rural areas and D in urban areas. Although the TCR classifies the entire length of SR 140 in the county as rural, the segment through the community of Mariposa coincident with SR 49 serves as a main street in a town center. All segments currently operate acceptably except for the segment through the community of Mariposa. The TCR indicates that the conceptual solution for the segment is realignment and changing the concept facility type from Conventional to Expressway. However, this is not currently a planned or programmed project.

STATE ROUTE 41 TRANSPORTATION CONCEPT REPORT

The 2017 TCR for SR 41 states that Caltrans endeavors to maintain a target LOS at the transition between C and D on State highway facilities, or whichever LOS is feasible to maintain. The corridor within Mariposa County currently operates at LOS C and is anticipated to operate at LOS D by 2040. No planned or programmed projects are listed in the TCR at this time.

STATE ROUTE 120 TRANSPORTATION CONCEPT REPORT

The 2011 TCR for SR 120 has a concept LOS of C; however, within Mariposa County, the current facility is rated at LOS D. Caltrans is placing special emphasis on identifying lower cost improvements such as left-turn lanes and channelization as appropriate in lieu of recommending an expressway. However, if average daily traffic (ADT) increases, a four-lane expressway may ultimately be necessary.

STATE ROUTE 132 TRANSPORTATION CONCEPT REPORT

The 2014 TCR shows SR 132 as a two-lane conventional facility with LOS C in Mariposa County. The 2030 concept LOS is LOS D. No planned or programmed projects are listed in the TCR at this time.

CALTRANS DISTRICT 10 SYSTEM MANAGEMENT PLAN

The Caltrans District 10 System Management Plan (SMP) was released in June 2015. Its goals emulate the previous version of the California Transportation Plan 2040:

- Safety & Health
- Stewardship & Efficiency
- Sustainability, Livability, and Economy
- System Performance
- Organizational Excellence

The SMP catalogs all the projects that District 10 identified as efforts needing development to improve or maintain the existing transportation corridors in the district that are currently unfunded or underfunded. The plan recommends several improvements on state highways in Mariposa County to improve operations. These improvements include passing lanes, turn lanes, intersection improvements, and other projects.

CALTRANS DISTRICT 10 ACTIVE TRANSPORTATION PLAN

The Caltrans District 10 Active Transportation Plan was released in June 2021. The plan implements the vision statement and goals in the statewide bicycle and pedestrian plan, *Toward an Active California*. The plan identifies needs for bicycle and pedestrian improvements on, across, and near state highways by using criteria from *Toward an Active California*, along with community-identified and location-based needs. State Highway System prioritization was conducted by weighting the goals of safety, mobility, equity, and preservation and sorted into three tiers based on their relative intensity of need. Results of the prioritization showed all roadway segments within Mariposa County were Tier 3, the lowest tier of need.

Mariposa County Plans

MARIPOSA COUNTY GENERAL PLAN & STRATEGIC IMPLEMENTATION WORK PLAN

The General Plan was adopted in 2006, with the most recent update in 2017. Relevant goals and policies from the Circulation Element of the Plan include the following:

- **Goal 9-1:** All development shall have safe and adequate access.

Policy 9-1a: Level of Service (LOS) shall be used as a measure of capacity for major collector and arterial roads.

Implementation Measure 9-1a(1): A publicly maintained road with an LOS of “A” through “D” shall be deemed to have adequate capacity to serve the needs of the road systems

- **Goal 9-2:** Maintain an effective transit system.
- **Goal 9-3:** Create a bicycle, pedestrian, and equestrian system for recreation and transportation use.
- **Goal 9-4:** Maximize the Yosemite-Mariposa Airport as an economic asset.

Policy 9-4a: Improve and expand the airport.

- **Goal 9-9:** Maintain quality emergency service delivery

The Mariposa County General Plan Strategic Implementation Work Plan, released in February 2018, helps to prioritize and guide implementation of the County’s General Plan. The 2006 General Plan included an implementation checklist with nearly 200 implementation measures which needed to be updated based on new county initiatives and priorities, as well as changes in state law and emerging planning issues. The Work Plan presents specific tasks in priority order over the course of a five-year time frame beginning in 2017.

MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN

The last update to the Mariposa County Regional Transportation Plan (RTP) occurred in 2017. The RTP documents the transportation policy, actions, and funding recommendations needed to meet the short- and long-term access and mobility needs of Mariposa County residents from 2017 to 2042. Designed to guide the systematic development of a multimodal transportation system for Mariposa County, the 2017 update of the Mariposa County RTP reflects the latest project funding and planning assumptions, updates regional issues and policies, and updates performance measures. The Mariposa County RTP supports the California Transportation Plan 2040 vision of a sustainable transportation system that encourages economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people’s needs equitably.

MARIPOSA COUNTY STRATEGIC PLAN

The 2019-2022 Mariposa County Strategic Plan identifies focus areas for achieving the County’s desired vision as “a thriving, scenic, historic and culturally vibrant rural community where residents, businesses, and visitors enjoy opportunity, security, engagement, prosperity and wellness.”

Initiatives in the plan relevant to the RTP include:

- Improve accessibility to the hospital from Highways 49 & 140
- Increase the availability and promotion of transit and ride share services
- Increase the number and mileage of publicly accessible trails
- Improve the safety of pedestrians by adding sidewalks and crosswalks
- Improve road quality
- Develop a plan for a conveyance from Lake McClure
- Complete a Capital Improvement Plan (CIP)
- Install electric vehicle charging stations
- Work with partners in private industry to expand access to cellular service and business-speed broadband countywide

MARIPOSA COUNTY ECONOMIC VITALITY STRATEGY FRAMEWORK

The Mariposa County Economic Vitality Strategy Framework was released in April 2017. The framework identifies strategies, programs, and projects to improve the economy, particularly to expand it beyond its concentration on seasonal tourism. Portions of the plan relevant to the RTP include the following:

- **Action 1.4.2:** Develop and expand Tourism Infrastructure to capture and support growth in tourism, making it easy and convenient for visitors to find destinations and get around by car, foot, and bicycle.

Actions Steps:

- » Develop a Transportation Hub at the intersection of Highways 49 and 140 in the town of Mariposa that includes YARTS, bus and car parking, the Visitor Center, a tour operator, a car rental agency, and related uses. At the very least, encourage YARTS to pick up from the existing Visitor Center.
- » Install electric vehicle charging stations in key locations throughout Mariposa County. Investigate Tesla's program to provide and install free electric wall chargers at motels, restaurants, and shopping centers in downtown Mariposa and Coulterville.
- » Build a strategically located public parking structure in downtown Mariposa to accommodate both local customers and visitors.
- » Develop a way finding signage program to welcome visitors at the north, south, and west entrances to the County and the town of Mariposa.
- **Action 5.1.1:** Extend and complete the Mariposa Creek Parkway trail system for walking and biking from the existing segment to the cemetery near Joe Howard Street and the Highway 49/140 intersection on the north side of Mariposa to the fairgrounds on the south with connections to the Stockton Creek trail preserve and into downtown Mariposa.
- **Action 5.1.3:** Improve resident and tourist mobility through road/pathway connectivity by forming complete pedestrian, hiking, and

bikeway systems that connect bike/hiking trails to town centers and places of interest with a way finding system to help guide visitors to points of interest.

MARIPOSA COUNTY INTEGRATED HOUSING AND MOBILITY STRATEGY

The Mariposa County Integrated Housing and Mobility Strategy outlines a plan for creating transit-oriented housing developments in Mariposa communities to serve the needs of Yosemite National Park employees while maintaining the quality of life and creating benefits for all in Mariposa County

MARIPOSA COUNTY LOCAL ROAD SAFETY PLAN

The Mariposa County Local Road Safety Plan (LRSP) is in the process of being created, with an expected completion in 2023. The goal of the LRSP is to understand and increase transportation safety in the county, with a goal of ultimately reducing severe injury and fatal collisions. It will form the basis for competing for Highway Safety Improvement Program (HSIP) funding by streamlining and optimizing the application processes.

MARIPOSA COUNTY BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

The Mariposa County Bicycle and Pedestrian Transportation Plan (BPTP) was released in 2011. The BPTP establishes goals, policies, implementation actions, and priorities for the development of bicycle and pedestrian infrastructure, policies, programs, and development standards. The ultimate goal of the BPTP is to increase the number of persons who bicycle or walk in Mariposa County for both utilitarian and recreational purposes by developing and maintaining an interconnected system of bicycle and pedestrian facilities. The BPTP was developed through the Mariposa County Local Transportation Commission and public participation efforts. The plan proposes bicycle and pedestrian projects and programs, including cost estimates for proposed projects and

guidance for next steps. An update to the plan is scheduled to begin in fiscal year (FY) 22/23 and to be completed by FY 23/24.

MARIPOSA COUNTY AND REGIONAL PUBLIC TRANSPORTATION PLANS

Public transportation agencies in rural communities commonly serve various counties, and thus multiple plans and policies related to public transportation apply to Mariposa County.

MARIPOSA COUNTY COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

The Mariposa County Coordinated Public Transit – Human Services Transportation Plan was released in October 2008. Federal planning requirements specify that designated recipients of certain funds administered by the Federal Transit Administration (FTA) must certify that federally funded projects are derived from a coordinated plan. The plan focuses on identifying needs specific to individuals with disabilities, older adults, and people with limited incomes. It contains needs assessment, strategies, and solutions to address service gaps and unmet transportation needs, implementation plan for the most highly ranked strategies.

MARIPOSA COUNTY SHORT RANGE TRANSIT PLAN

The updated Mariposa County Short Range Transit Plan was released in November 2021. The plan includes a demographic profile of the county, a summary of existing transit services offered, interviews with transit staff and stakeholders, and a review of peer transit agency services. A capital and financial plan covering the operating and capital needs of Mariposa County Transit for a six-year projection period is included, and the plan concludes with preliminary recommendations for Mari-Go, Mariposa Circulator, and other long-term fixed routes.

Proposed Mariposa Circulator changes would consist of implementation and operation of a “community circulator” – fixed-route service in

town that can deviate to specific destinations on demand.

Proposed Mari-Go service would follow this weekly schedule:

- Monday: Service in north County – Coulterville and Greeley Hill to Sonora, and service from Hornitos, Bear Valley, and Cathey’s Valley to Mariposa.
- Tuesday and Wednesday: Service in the SR 49 south corridor, from the Madera County border to Mariposa with deviations to Ponderosa Basin, Elliott Corner, and Bootjack.
- Thursday: On-demand Mariposa local in-town circulation service from any point within 3 miles of town, and new service to Oakhurst with two roundtrips between Mariposa and Oakhurst with designated stops along SR 49.
- Friday: Service from Midpines to Mariposa and Mariposa local in-town circulation service.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS) SHORT RANGE TRANSIT PLAN

YARTS released a draft Short Range Transit Plan update in December 2018. The draft plan recommendations include the following:

- Adding a daily round-trip on SR 140 in summer to provide better Amtrak connectivity and to allow later departures from Yosemite Valley
- Service to Mariposa Fairgrounds twice a day in summer, to allow campers at the fairgrounds to take the bus to the Yosemite National Park
- Adding a shuttle between Mariposa and Oakhurst during the summer if local funding is provided
- Adding a new shelter to the stop in midtown Mariposa

YARTS has also conducted more recent strategic planning in 2022, involving the creation of a capital improvement plan. YARTS staff indicated that despite limited funds, their main priority is capital replacement and increased system sustainability during this uncertain pandemic era.



MARIPOSA COUNTY LOCAL TRANSPORTATION COMMISSION PUBLIC PARTICIPATION PLAN

The Mariposa County LTC Public Participation Plan was released in June 2010. The plan recognizes the importance of public participation and interagency participation in developing a transportation program that effectively meets the needs of the county and its communities. This plan provides a directive for the public participation activities of Mariposa County LTC, particularly as they pertain to the agency's primary responsibilities, including the development and implementation of the RTP. The key goals of the public participation plan are as follows:

- **Goal 1:** Provide all interested parties and agencies reasonable opportunities for involvement in the transportation planning process.
- **Goal 2:** Increase public awareness and understanding of the transportation planning process in Mariposa County.
- **Goal 3:** Ensure accessibility to the transportation planning process and information for all members of the community.
- **Goal 4:** Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.
- **Goal 5:** Increase opportunities for those traditionally under-served, including the elderly, low income, disabled, and minority households, to participate in the transportation planning process.
- **Goal 6:** Consider public input and comments as an integral part of the Mariposa County Local Transportation Commission's decision making process.
- **Goal 7:** Consult with tribal governments within Mariposa County and provide opportunities for tribal government input into the transportation planning process.

The plan also summarizes the most common public participation tools and establishes public participation performance measures in support of the above goals.

MARIPOSA COUNTY AIRPORT PLANS

The current Mariposa-Yosemite Airport Comprehensive Land Use Plan and Airport Master Plan were both completed in 1995 and do not reflect significant changes since that time. An update to the current Mariposa-Yosemite Airport Land Use Plan has been recommended by the Mariposa County Public Works Department and the County Counsel in accordance with Section 500 of the FAA/AIP guide.

MARIPOSA COUNTY ROAD POLICIES, PLANS, AND STANDARDS

MARIPOSA COUNTY ROAD IMPROVEMENT STANDARDS

The Mariposa County Road Improvement Standards were released in October 1999, with the latest update in May 2007. The standards guide and govern all engineering that plans, constructs, modifies, or extends the sewage system, storm water drainage system, domestic water distribution system, roads and streets, and erosion. The road design section considers geometrics, grades, right-of-way, and other notable factors.

MARIPOSA COUNTY ROAD IMPROVEMENT AND CIRCULATION POLICY

Originally adopted in 1988, the Road Improvement and Circulation Policy was last amended in 2007. The intent of the policy is to establish minimum standards to provide the county with a better circulation system. The policy contains instructions for the selection of roadway standard sections based upon potential traffic volume, proposed uses, land use density, and previous classifications. The policy also details the design standards for each roadway classification, as well as for standards for other circumstances such as at intersections, dead-end roads, and limited access roads. Trails, paths, sidewalks, and bikeways are also considered in the policy.

MARIPOSA COUNTY TRANSPORTATION PLANNING OVERALL WORK PROGRAM

The Transportation Planning Overall Work Program (OWP) is a budget for one fiscal year. The current OWP is for the period July 1, 2022, to June 30, 2023. Together with the Master Fund Transfer Agreement and the Overall Work Program Agreement, the OWP constitutes the annual funding contract between the State of California and the Mariposa County Local Transportation Commission for Rural Planning Assistance (RPA) funds. The main products of the 2022-2023 Work Program will be completion of Phase II of the Regional Transportation Plan 2023-24 Update and completion of Phase I of the Bicycle & Pedestrian Transportation Plan 2024.

MARIPOSA COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Mariposa County Regional Transportation Improvement Program (RTIP) was released in December 2021 and developed by the Mariposa County Local Transportation Commission (LTC) in partnership with Caltrans District 10. The RTIP is a program of highway, local road, transit, and active transportation projects that a region plans to fund with state and federal revenue programmed by the California Transportation Commission. The projects within the RTIP are a subset of the projects listed in the RTP.

New programming included in the RTIP is as follows:

- Indian Peak Road rehabilitation
- Merced Falls Road rehabilitation amendment
- Harris Road Bridge replacement
- Indian Peak Bridge replacement
- Old Toll Road rehabilitation
- Joe Howard sidewalk improvements
- E. Whitlock Road rehabilitation

MARIPOSA COUNTY PAVEMENT MANAGEMENT UPDATE

The Mariposa County Pavement Management Update Report was released in November 2021. The purpose of the report is to educate policy makers about the current condition of the pavement network and the impact of various funding scenarios on future network conditions. The report reveals that overall, the county's pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 51. Approximately 26% of the network is in "Good" condition and 44% is in "Poor" or "Failed" condition. A budget needs analysis indicated that the County needs to spend approximately \$162 million over the next ten years to bring the road network to a condition that can be maintained with ongoing preventive maintenance in the most cost-effective way.

MARIPOSA CREEK PARKWAY MASTER PLAN

The Mariposa Creek Parkway Master Plan was released in December 2019. The plan guides the implementation of the improvement and expansion of the Mariposa Creek Parkway, tying the existing trail into a larger network of recreational and cultural spaces. The Parkway's implementation and final design is guided by community-driven themes identified during the project's community engagement phase: (1) Health & Wellness; (2) Community & Creativity; and (3) Education & Environment. The plan establishes a vision for a larger, interconnected regional trail system that continues northwards to SR 49, and southwards to the Mariposa County Fairgrounds. The project also seeks to enhance existing portions of the Parkway with amenities.

Mariposa County Planning Department staff indicated that the Mariposa Creek Parkway project received a \$4.4 million Active Transportation Program (ATP) Grant for the "shovel-ready" elements of the Parkway, which include a 10-foot, paved Class I bikeway, as well as other features such as lighting improvements. The project will also include the completion of the sidewalk network on the south side of Jessie Street. The parkway will connect to 11th Street Paseo, which connects to pedestrian safety enhancement projects on SR 140.

MARIPOSA CREEK PARKWAY PHASE III CONCEPTUAL PLAN & PHASE I AND II ENHANCEMENT PROGRAM

The Mariposa Creek Parkway Phase III Conceptual Plan & Phase I and II Enhancement Program was released in August 2017. The document includes plan criteria, parkway alignment alternatives, proposed enhancements to prior phases of the project, and implementation strategies (such as partnerships and funding).

Phase III will extend the trail from 8th Street to Joe Howard Street and make on-street improvements to connect the trail to a new 11th Street Paseo. Features of the proposed Phase III conceptual design include the following:

- Paved north side and south side trails providing approximately one-half miles of walking/biking surface
- Two bridges across Mariposa Creek
- ADA-compliant paved trails throughout the Parkway

Work has begun on developing a plan for Phase IV of the trail and is expected to be completed in 2024.





Yosemite National Park Plans

NATIONAL LONG RANGE TRANSPORTATION PLAN

The National Park Service (NPS) Long Range Transportation Plan was released in July 2017. The plan sets a performance-based 20-year vision for providing access to National Parks, and establishes corresponding goals, objectives, and performance measures:

- **Asset Management:** Sustainably manage NPS transportation assets and services
- **Transportation Finance:** Allocate available transportation funding wisely
- **Resource Protection:** Protect and preserve natural and cultural resources
- **Visitor Experience:** Maintain and enhance the quality of visitor experiences
- **Safety:** Provide a safe transportation system for all users

The plan provides a prioritized investment strategy for using existing transportation funding to ensure the most important transportation assets remain in good condition. The plan does not explicitly reference Yosemite National Park or transportation planning efforts relevant to Mariposa County.

MERCED RIVER PLAN

The Merced Wild and Scenic River Final Comprehensive Management Plan was released in February 2014. The purpose and need for the plan are to “preserve the Merced River in free-flowing condition and to protect the river’s water quality and outstanding values for the benefit of present and future generations.” The preferred alternative proposes to accommodate peak visitation at a level similar to recent years, approximately 20,100 people per day in East Yosemite Valley within Mariposa County. The plan includes improvements in circulation, parking availability, and traffic flow, with the primary day-use parking area fully integrated with pathways to visitor services, restrooms, and food service. Expanded camping opportunities in East Yosemite Valley are also part of the plan.

Mariposa County Planning Department staff indicated that a long-term plan in this corridor is a trail along the river into Merced County. Within Mariposa County, the trail is intended to be purely recreational.

Climate Change, Greenhouse Gas Emissions, And Vehicle Miles Traveled

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). AB 32 establishes a cap on statewide GHG emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels, with a goal of lowering statewide GHG emissions to 1990 levels by 2020. Additionally, California Senate Bill (SB) 32, signed in 2016, established a mid-range goal of lowering statewide GHG emissions to 40 percent below 1990 levels by 2030, and California Executive Order S-03-05, signed in 2005, established a long-range goal of lowering statewide GHG emissions to 80 percent below 1990 levels by 2050.

In 2013, California Governor Jerry Brown signed SB 743, which requires an update in the metric of transportation impact used in CEQA from LOS and vehicle delay to one that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses for transit priority areas. In late 2018, the Natural Resources Agency adopted updates to the CEQA guidelines, removing LOS as a measure of transportation impact under CEQA and replacing it with vehicle miles traveled (VMT). Though LOS can be used for other purposes, such as identifying needs for local roadway improvements and General Plan compliance, lead agencies must now use VMT for CEQA analysis.

VEHICLE MILES TRAVELED

The California Governor's Office of Planning and Research (OPR) "Technical Advisory on Evaluating Transportation Impacts in CEQA" (December 2018) includes specifications for VMT methodology and recommendations for significance thresholds, screening of projects that may be presumed to have less than significant impacts, and mitigation. For transportation projects, the Technical Advisory notes that addition of through lanes on existing or new highways will likely lead to a measurable and substantial increase in vehicle travel. The Technical Advisory also notes that projects that would not likely lead to a substantial or measurable increase in vehicle travel include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit

- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., high occupancy vehicle [HOV], high occupancy toll [HOT], or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

The 2017 RTP Guidelines for RTPAs note that rural RTPAs have a unique set of challenges compared to urbanized areas to reduce regional transportation related GHG emissions. These challenges are directly related to VMT and include lower land use densities, limited transit options, and higher VMT per capita. As noted in the guidelines, more efficient vehicles and low-carbon fuels present the highest payoff for rural counties to reduce transportation-related carbon dioxide emissions. However, the guidelines note that rural RTPAs should strive to incorporate strategies to reduce their GHG emissions.

The California Air Pollution Control Officers Association “Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity” (December 2021) identifies strategies local governments, communities, and project developers can use to reduce VMT. Not all these strategies are likely to be effective in a rural environment such as Mariposa County. As with many rural counties, transportation options such as transit, walking, and biking are limited in Mariposa County due to funding, mobility, and geographic reasons. However, populated areas such as the town of Mariposa, with concentrations of homes, businesses, government services, and other destinations in close proximity provide good opportunities for residents, workers, and visitors to walk and bike and use transit. The Handbook provides guidance on estimating their effectiveness, given the context in which they will be implemented.

The following strategies from the Handbook are most likely to be effective in Mariposa County. Although effectiveness may be less than in more urbanized areas, these improvements will also provide increased access for residents and visitors to their destinations:

- Land Use
 - » Increase residential and job density
 - » Integrate affordable and below market rate housing
 - » Improve street connectivity
- Trip Reduction Programs
 - » Implement commute trip reduction programs
 - » Implement ridesharing
 - » Provide vanpools
- Parking or Road Pricing/Management
 - » Provide electric vehicle charging
 - » Limit and price parking
- Neighborhood Design
 - » Provide pedestrian and biking networks, facilities, and improvements
 - » Implement car sharing programs
- Transit
 - » Expand transit coverage, hours, and service
 - » Reduce fares
- Clean Vehicles and Fuels
 - » Use cleaner-fuel vehicles

CLIMATE CHANGE AND ADAPTATION

Climate change is likely to have many impacts on Mariposa County.¹ Precipitation is expected to decrease in total but arrive during more intense storm events. These storm events increase the likelihood of flash floods, landslides, and infrastructure damage in susceptible areas. In recent years, the frequency of atmospheric rivers, or intense rainfall events, has increased. A series of such storms in early 2023 caused washouts, landslides, and thousands of downed trees, blocking and damaging roadways. Climate warming, drying, and the effect of increased lightning activity are also likely to increase tree mortality and the number and intensity of wildfires in the county. The fire season in California has begun earlier and ended later in recent years. Intensity of fires has also been increasing. In addition to direct damage to transportation infrastructure, fire may create indirect damage when burned slopes become susceptible to landslides during storm events following fires. The Oak Fire in 2022, Ferguson Fire in 2018, the Detweiler Fire in 2017, the Rim Fire in 2013, and landslides closing SR 140 and other roads are examples of such events. Evacuation routes may need to be considered in future road planning and demands on transportation-related firefighting infrastructure are likely to increase.

Increased temperatures as well as fires are also likely to reduce air quality in Mariposa County. Fires directly reduce air quality primarily through the creation of particulate matter. Increased temperatures and sunlight also foster the creation of ground-level ozone, a criteria pollutant, which already decreases air quality on many days during the summer.

Governmental action in preparation for or response to climate change may also directly influence transportation planning. Metropolitan Planning Organizations are already required to develop Sustainable Community Strategies in conjunction with their Regional Transportation Plans. Though RTPAs such as MCLCTC are not currently required to develop such strategies, other requirements may be placed on RTPAs in the future. Mariposa County has also taken steps to plan for the effects of climate change. The 2021 Mariposa County Recreation and Resiliency Master Plan discusses recent impacts of climate change in the County and integrates planning for parks and trails with adaptation to the effects of climate change.

The RTP Guidelines encourage rural RTPAs to incorporate strategies to reduce GHG emissions as part of their planning process. As discussed in the previous section, efforts to reduce greenhouse gas and criteria pollutant emissions through reductions in VMT are likely to be difficult due to the rural nature of much of the county and interregional travel. More efficient vehicles and low-carbon fuel efforts being pursued at the state level will likely afford the greatest reduction in rural GHG emissions. Similarly, electric vehicles are an increasing part of the vehicle fleet; Mariposa County already has several charging stations, mostly near Mariposa.

The low-density nature of most Mariposa County development creates challenges for meeting access and mobility needs via non-automotive modes. As with most rural counties, transportation options such as transit, walking, and biking are limited due to the challenges described above. However, Mariposa County is currently developing an active transportation plan to support improvements for walking and biking, and electric vehicle usage will likely continue to increase, especially as technology increases vehicle range and charging options expand.

¹
References reviewed for this section include:

Caltrans, Addressing Climate Change Adaptation in Regional Transportation Plans, February 2013.
Transportation Research Board, Climate Change and Transportation, July 2012.
California Natural Resources Agency, 2021 Climate Adaptation Strategy.

Public Outreach

Public involvement is a major component of the transportation planning process. Every person in Mariposa County is affected by transportation and, as such, is an important component of the transportation planning process. Public input on transportation needs and concerns was solicited via an online survey and by in-person outreach at local events. Information about the survey and events and the input gathered, are summarized below. The results of this public participation will be used to help identify issues and solutions to be incorporated into the RTP update.

ONLINE SURVEY

An online survey accessible from phones, tablets, and computers was created using the Microsoft Forms platform. The survey was publicized on the Mariposa County website, on Facebook, and at the Mariposa Farmers' Market as described in more detail below. Information on how to access the survey via QR code and web link were also mailed to every residential address in Mariposa County. Outreach materials are included in **Appendix B**.

The survey solicited input about how people travel in the county, what they like about travelling in the county, and transportation improvements they would like to see implemented. The survey also requested demographic information about the survey respondents. The survey had a three-month response period, from August to November 2022. Of the 11,118 survey notices mailed, 172 responses were received.

Demographically, most respondents were older than 65 years old, and 67 percent identified as women. Seventy-three percent of respondents live in the 95338 zip code (Mariposa, Bear Valley, Bootjack, and adjacent areas), and 6 percent live in the 95306 zip code (Catheys Valley and adjacent areas).

Detailed survey results are provided in **Appendix B**.

Key comments and concerns identified in the survey included the following:

- Respondents were most pleased by the general lack of congestion on Mariposa County roadways.
- Not feeling safe on roads in the county prevents respondents from walking and biking more.
- Respondents expressed lack of knowledge about the local transit/paratransit system (Mari-Go and Medi-Trans)
- Lack of connections to desired destinations and inconvenient scheduling prevent many respondents from using transit. Current transit riders identified the same issues.
- Drivers were generally satisfied by the condition of State highways but dissatisfied by the condition of local roads. They were also concerned about safety on State highways.
- Pedestrians had concerns with missing sidewalks and uneven sidewalks, overgrown vegetation, or missing curb cuts.
- Bicyclists were concerned by the lack of bicycling infrastructure, poor road and shoulder conditions, the lack of respect they receive from drivers, and a lack of secure bicycle parking.
- Respondents with children attending local schools felt there were insufficient safe bicycling and pedestrian routes for students to get to school.
- Respondents were willing to pay more for better transportation facilities.
- Respondents were concerned by air pollution and greenhouse gas emissions.
- General comments included:
 - » Desire for more streetlights
 - » Desire for more bicycle and pedestrian facilities, including trails
 - » Desire for better transit services
 - » User approval of Medi-Trans services

FARMERS' MARKET BOOTH

To meet people where they are, rather than requiring them to come to a meeting specifically for the RTP update, project staff hosted a booth at the Mariposa Farmers' Market on August 24, 2022, and October 26, 2022. These events provided the opportunity for engagement from a broader cross-section of the public.



Booth at the Mariposa Farmers' Market

At the booths, Mariposa County and consultant staff discussed the RTP update process with the public, solicited input through voting on priority posters comment cards, and directed the public to the online survey. Across the two dates, staff had interactions with approximately 40 people. Top concerns identified during these events included the following:

- Improved pedestrian facilities were requested by several attendees, especially in and surrounding the town of Mariposa.
- Transit users were pleased by YARTS service and its employees; however, fees were considered by some to be cost-restrictive.
- Bicyclists desired “Share the Road” signs on highways and other major roads.
- Lack of guardrails on outside curves of facilities with big drop-offs and lack of shoulders on several major roadways were identified as serious driving issues.
- Roundabouts were suggested for intersections in the town of Mariposa.
- More turnouts or passing lanes for bicyclists and other vehicles were suggested near Triangle.

Materials used in the booths, including posters, handouts, and comment cards are included in **Appendix B**. The upcoming Mariposa County Local Road Safety Plan (LRSP) and Mariposa County Active Transportation Plan (ATP) will address the traffic safety and active transportation concerns identified during the RTP update engagement process.

Issues

Additional issues were identified for consideration in the plan as discussed in this section.

STATEWIDE ISSUES

In its 2022 annual report, the CTC identified several recommendations that have significance for transportation planning in California. These include legacy recommendations included from previous Annual Reports that have yet to be enacted but are still relevant to the state's transportation needs.

- Increase the Active Transportation Program by \$1 billion per year to fund critical climate, safety, mobility, and equity projects.
- Provide support for transit operators to address the continued impacts of the pandemic on their operations funding.
- Clarify provisions of the Commission's existing statutory authority to approve road tolling/pricing, such as converting un-tolled lanes to tolled lanes, which are critical for achieving state mobility and climate goals.
- Authorize a funding needs assessment for California's general aviation airports, including recommendations to ensure that California airports can fully leverage available federal funds, address community impacts, and support electrification.
- Authorize a study on the implementation of weight-based passenger vehicle fees to account for the disproportionate effects of larger vehicles on pedestrian injuries and fatalities.

At the national level, the Bipartisan Infrastructure Law was passed in 2021. The law provides funding to repair and rebuild roads and bridges, improving transportation system safety, increase public transportation options, and increase electric vehicle charging stations.

REGIONAL AND LOCAL ISSUES

The issues described above were supplemented by discussions with County staff. The issues below were identified by staff as new or continuing concerns.

- **Concerns about safety on State highways and pavement conditions on local roads.** Implementing the recommendations of the LRSP will likely improve roadway safety in the county. Maintenance planned in coming years will help improve local road conditions.
- **Concerns about vegetation management.** Tree mortality in the region and overly dense vegetation, especially along highway corridors, increases the risks and impacts of climate change and wildfire in the region. Vegetation impinging on roadway shoulders also creates access and safety issues for bicyclists and pedestrians.
- **Lack of ample parking within Mariposa activity centers and communities.** Inadequate parking and limited staging areas are a challenge for motorists. Ample parking for recreational vehicles and trucks and parking options that allow four-hour parking windows are needed to attract tourists and consumers.
- **Lack of bicycle and pedestrian paths, trails, and other facilities.** Residents often feel unsafe walking and biking on roads in the county. A system of trails, bikeways, and sidewalks will connect visitors and residents to local destinations, serve as an attraction itself, and support community health and alternatives to driving.
- **Public desire for increased transit connections and more frequent service.** New connections to regional destinations, especially for medical services, and more frequent connections between communities have been frequently requested.
- **Concerns about appropriate lighting.** Lighting sufficient for safety for all modes, but not excessive or misdirected, is an emerging concern in the region. Correct lighting can increase safety for all transportation system users while protecting the dark skies which are an asset of the region, supporting tourism and the environment.

Goals, Objectives, and Policies

The goals, objectives, and policies in the 2022 RTP are intended to guide the development of the transportation system and improve the quality of life for the citizens of Mariposa County. Comprehensive goals, objectives, and policies that meet the needs of the region and are consistent with the County's regional vision and priorities for action have been developed for this RTP.

- **Goals** are a vision of circulation conditions toward which the County will direct planning and implementation. A goal is the end toward which effort is directed; it is general and timeless.
- **Objectives** are specific conditions that represent intermediate steps in attaining goals; several objectives can relate to a single goal. An objective is a point to be attained and the best objectives are measurable. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal. Objectives may be tied to specific performance measures.
- **Policies** are specific statements that guide decision-making and suggest actions to be carried out to meet objectives and attain goals. Policies reflect all relevant effects, including the natural environment, social, and economic factors. Together, policies serve as a planning guideline for local and state officials when making decisions.

Mariposa County is typical of many rural counties in California in that the automobile is the primary mode of moving people in the county, and trucking is the primary mode of moving goods and commodities. The county's existing transportation system and widely scattered population, topography, and lack of a broad economic base to support funding often limit other modes of transportation and other solutions to transportation-related problems.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of this RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Mariposa County over the next 25 years. To this end, consistency with the California Interregional Transportation Strategic Plan, the California Transportation Plan, and the California Strategic Highway Safety Plan strategies is an important part of the overall goals and policies of this RTP. In addition, the 2017 RTP Guidelines for RTPAs to address GHG emissions and VMT reduction were considered as part of the overall transportation investment strategies for the plan.

The goals, objectives, and policies for each component of the Mariposa County Transportation System are provided below. They cover both short-range and long-range desired outcomes. They are consistent with the policy direction of the Mariposa County General Plan, transit policies for the county, the bicycle and pedestrian plan for the county, and the federal Bipartisan Infrastructure Law. They also reflect input provided from the public. Given the limited transportation dollars available, the goals, objectives, and policies reflect a balanced approach and focus on the most feasible desired outcomes.

The goals that each project supports are identified in the Action Element.

REGIONAL VISION

The following vision is consistent with the Mariposa County General Plan Circulation Element. It is a high-level view of what the RTP seeks to accomplish.

Create safe, efficient, and economically feasible regional transportation that:

- enhances livability for both residents and visitors while maintaining the rural character of Mariposa County
- serves the social, cultural, economic, and environmental needs of the county, considering transit, bicycle, pedestrian, parking, aviation, and freight transportation; and
- is maintained in good condition and improved to meet future needs, considering existing and new land use development in the county, interregional travel, and the effects of changing climate.



GOALS, OBJECTIVES, AND POLICIES

The following specific goals, objectives, and policies for each travel mode have been formulated to ensure consistency with the regional goals and to achieve the vision stated above:

GOAL 1: HIGHWAYS

Develop an adequate, safe, and efficient regional roadway system for vehicle travel with accommodations for walking and biking while maintaining the rural character of Mariposa County.

- Objective 1.1 – Monitor, maintain, and improve, roadway and intersection safety conditions.
 - » Policy 1.1.1 – Annually prepare countywide summary reports of collisions, identifying trends and contributing factors, utilizing the Safe System approach.
 - » Policy 1.1.2 – Develop projects and apply for funding to improve roadways and intersection locations with greater collision frequencies or systemic factors.
 - » Policy 1.1.3 – Update County Road policies, plans, and standards to support the goals, policies, and actions of the upcoming Local Roadway Safety Plan and Active Transportation Plan.
 - » Policy 1.1.4 – Monitor land use changes and new development to track future travel demand on the regional road system.
 - » Policy 1.1.5 – Evaluate and mitigate VMT impacts when reviewing land use and transportation projects.
- Objective 1.2 – Develop tourist transportation corridors and routes to provide adequate service and safe mobility for all transportation modes, including personal vehicles, transit, biking, and walking.
 - » Policy 1.2.1 – Work with Caltrans to support and improve State highways.
 - » Policy 1.2.2 – Work with organizations working to develop regional trails and trail connections to neighboring communities in accordance with the Recreation and Resiliency Master Plan and upcoming Active Transportation Plan.
- Objective 1.3 – Prioritize maintenance and improvement of deficient maintenance conditions of existing transportation facilities, consistent with available funding and engineering study findings.
 - » Policy 1.3.1 – Prepare feasible roadway maintenance programs, matched to available funding.
 - » Policy 1.3.2 – Prepare timely updates to the countywide pavement management system reports and database.
 - » Policy 1.3.3 – Consider growing impacts of wildfire, landslides, and flooding when developing maintenance programs and facility improvements to proactively minimize damage from these events.
 - » Policy 1.3.4 – Manage vegetation along roadways to reduce the impacts of climate change on transportation, support evacuation routes, and provide safe access for bicyclists and pedestrians.
 - » Policy 1.3.5 – Prioritize use of maintenance funding based on safety, road volume, and facility condition.
- Objective 1.4 – Design and implement the circulation system to meet community needs, equitably distribute benefits and impacts, consider environmental values, and protect historic and natural features within the county.
 - » Policy 1.4.1 – Maintain the integrity and function of local scenic and historical routes.
 - » Policy 1.4.2 – Review and revise right-of-way and pavement standards to permit modified right-of-way dimensions where necessary and feasible to maintain natural, historic, and scenic character.

- » Policy 1.4.3 – Maintain and update lighting to improve safety for all modes while preserving the county’s dark skies, which are an environmental and quality-of-life asset for residents and visitors.
- » Policy 1.4.4 – Recommend projects within the county and work with Caltrans and the CTC on the location of STIP and SHOPP projects to improve geographical equity and minimize the funding gap between need and funding allocations.
- » Policy 1.4.5 – Integrate and balance community, aesthetic, historic, and environmental values with transportation goals and policies when implementing transportation projects and programs.

GOAL 2: TRANSIT

Provide an efficient and coordinated regional and local transit system that serves both urban and rural areas, including transportation opportunities for disadvantaged and older persons who have fewer transportation options, and to visitors to reduce dependence on personal vehicles, reduce VMT and GHG, and improve air quality.

- Objective 2.1 – Maintain and improve the existing regional transit system.
 - » Policy 2.1.1 – Maintain active participation in the Yosemite Area Regional Transportation System (YARTS).
- Objective 2.2 – Maintain and improve the existing local transit system.
 - » Policy 2.2.1 – Plan for and finance continued development and expansion of local transit to accommodate local demand and service needs.
 - » Policy 2.2.2 – Provide demand responsive transit services for disabled and senior citizen residents not served by fixed-route service.

GOAL 3: ACTIVE TRANSPORTATION

Develop a safe and efficient regional system of bicycle, pedestrian, and equestrian facilities to accommodate, encourage, and increase safe active transportation use in Mariposa County. Thus serving residents and visitors, especially those with fewer transportation options, reducing VMT and GHG and improving air quality.

- Objective 3.1 – Develop and construct a regional bicycle, pedestrian, and equestrian system to complement existing transportation facilities.
 - » Policy 3.1.1 – Apply for active transportation project funding through federal, state, or regional grant programs, such as the California Active Transportation Program, to implement the projects identified in the Mariposa County Bicycle and Pedestrian plan and upcoming Mariposa County Active Transportation Plan.
 - » Policy 3.1.2 – In Town Planning Areas, construct, improve, and maintain the pedestrian circulation system to provide safe access. As sidewalks and other pedestrian infrastructure is updated, install curbs and gutters, and improve drainage control in areas where it is inadequate to effectively and efficiently coordinate different regional needs.
 - » Policy 3.1.3 – Update the upcoming Mariposa County Active Transportation Plan on a periodic basis to ensure new projects reflect the needs and priorities of the county.
- Objective 3.2 – Support safe and convenient walking and biking through ongoing facilities maintenance and non-infrastructure programs.
 - » Policy 3.2.1 – Develop maintenance policies and programs and allocate funding to ensure sidewalks, trails, and crosswalks are maintained in good condition.
 - » Policy 3.2.2 – Work with regional partners and obtain funding to implement the education,

encouragement, and other non-infrastructure recommendations identified in the Mariposa County Bicycle and Pedestrian Plan, Mariposa County Recreation and Resiliency Master Plan, and upcoming Mariposa County Active Transportation Plan.

GOAL 4: AVIATION

Develop and maintain a fully functional and integrated air service and airport system as a component of the Mariposa County regional transportation system.

- Objective 4.1 – Maintain efficient, accessible, and affordable air service in a safe and convenient manner.
 - » Policy 4.1.1 – Develop an efficient system of roadways and active transportation modes to serve the Mariposa-Yosemite Airport for both normal usage and disaster response.
 - » Policy 4.1.2 – Ensure that the development of new and/or expansion of existing airport facilities is consistent with the Airport Land Use Plan.
 - » Policy 4.1.3 – Evaluate improvements for biking and walking connectivity to the Mariposa-Yosemite Airport during development of the upcoming Mariposa County Active Transportation Plan.
- Objective 4.2 – Update the current Mariposa-Yosemite Airport Comprehensive Land Use Plan and Airport Master Plan, last updated in 1995.
 - » Policy 4.2.1 – Seek funding to update the Mariposa-Yosemite Airport Comprehensive Land Use Plan and Airport Master Plan.

GOAL 5: AIR QUALITY AND GREENHOUSE GASES

Support achievement and maintenance of air quality standards for Mariposa County as established by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

- Objective 5.1 – Assist the local air pollution district in developing the transportation related portions of the State Implementation Plan as requested.
 - » Policy 5.1.1 – Coordinate regional transportation planning activities with regional air quality planning at both the technical and policy level.
 - » Policy 5.1.2 – Evaluate and assist in the implementation of appropriate regional and inter-regional air quality improvement measures.
- Objective 5.2 – Develop projects and maintain the transportation system with consideration of the impacts of climate change.
 - » Policy 5.2.1 – Support changes to the General Plan and General Plan environmental analysis to address the requirements of SB 743 and State VMT reduction goals.
 - » Policy 5.2.2 – Consider the impacts of climate change on the transportation system, including increased wildfires, landslides, flooding, and evacuation routes, when developing new projects to proactively minimize damage from these events.
 - » Policy 5.2.3 – Consider increasing impacts of wildfire, landslides, and flooding when planning and implementing transportation system maintenance.
 - » Policy 5.2.4 – Seek funding and partnerships for new and expanded electric vehicle charging stations for light-, medium-, and heavy-duty vehicles across the county.
 - » Policy 5.2.5 – Support use of electric bicycles and scooters by incorporating their needs in transportation planning and seeking funding and partnerships for their promotion.

GOAL 6: TRANSPORTATION FINANCING

Develop and support regional transportation financing strategies that provide for a continuous implementation of Regional Transportation Plan projects and strategies.

- Objective 6.1 – Develop and adopt policies that provide adequate 20-year funding resources for all regional transportation improvements.
 - » Policy 6.1.1 – Foster cooperative relationships with State and federal agencies responsible for transportation funding programs.
 - » Policy 6.1.2 – Monitor and participate in state and federal transportation financing programs and meetings.
 - » Policy 6.1.3 – Identify and allocate funding resources for building, operating, and maintaining the existing and future transportation system in Mariposa County.
 - » Policy 6.1.4 – Consider needs of disadvantaged communities when identifying projects and allocate funding.
- Objective 6.2 – Work with the Rural Counties Task Force and the CTC to help identify and promote new sources of maintenance funding.
 - » Policy 6.2.1 – Pursue new funding sources to reduce the backlog of deferred maintenance by at least 20 percent over the next 20 years.

GOAL 7: GOODS MOVEMENT

Support the transport of suitable products and materials while minimizing negative impacts on the local road system.

- Objective 7.1 – Support the efficient utilization of truck transport through transportation and land use decisions that minimize impacts to the local road system.
 - » Policy 7.1.1 – Install passing lanes, turnouts, truck parking, and other lower-cost improvements to minimize adverse traffic impacts from truck traffic.
 - » Policy 7.1.2 - Periodically review road standards and pavement conditions to ensure planned infrastructure is consistent with truck volumes.

GOAL 8: MANAGEMENT OF THE TRANSPORTATION SYSTEM

Minimize traffic congestion by increasing the efficiency of the existing transportation system through transportation system management (TSM) techniques and transportation demand management (TDM) techniques.

- Objective 8.1 – Promote signal timing, access management, transit priority treatments, and accident scene management measures to increase traffic flow.
 - » Policy 8.1.1 – Periodically review traffic operations along State highways and major County roads and implement cost-effective solutions to reduce local congestion without increasing VMT or GHG emissions.
- Objective 8.2 – Reduce the demand for travel by single-occupancy vehicles through TDM techniques.
 - » Policy 8.2.1 – Increase transit system service frequency and coverage, as funding allows, to support increased transit mode share.
 - » Policy 8.2.2 – Establish a formal ride share program within the County as funding allows.

- » Policy 8.2.3 – Implement the recommendations of the Mariposa County Bicycle and Pedestrian Plan and upcoming Mariposa County Active Transportation Plan to increase walking and biking mode share.
- » Policy 8.2.4 – Promote public awareness of Mariposa County Transit services, rideshare opportunities, and walking and biking through media and promotional events.
- Objective 8.3 - Employ new technologies for Intelligent Transportation Systems (ITS) to improve traffic operations within the county.
 - » Policy 8.3.1 – Implement current Caltrans ITS recommendations for local streets and roads, where beneficial and appropriate. Incorporate the Sierra Nevada ITS Strategic Deployment Plan (SDP) and Intelligent Transportation Systems strategies from Caltrans District 10 whenever feasible.
 - » Policy 8.3.2 – Increase geographic information system (GIS) database management of transportation facilities, features, and assets within the county to support ITS implementation and transportation system maintenance and management.
 - » Policy 8.3.3 – Incorporate, as feasible, remote sensing and GIS techniques into the pavement management system (PMS) as funding allows.
 - » Policy 8.3.4 – Monitor advances in connected vehicle, automated vehicle, and other technologies to understand and plan for their use in rural areas, in coordination with Caltrans and other partners.

GOAL 9: LAND USE

Improve livability in the county through coordinated decision-making in land use and transportation.

- Objective 9.1 – Design the transportation system to accommodate land use development with consideration of both local transportation goals and regional transportation needs.
 - » Policy 9.1.1 – Assist local communities with integrated transportation and land use decisions during their town and community plan processes, considering RTP goals and objectives including State objectives for VMT and GHG reduction.
 - » Policy 9.1.2 – Support implementation of recommendations of the Mariposa County Integrated Mobility & Housing Strategy for transit-oriented housing development that serves the needs of Yosemite National Park employees.
 - » Policy 9.1.3 – Develop transportation analysis requirements for land use projects that consider safety and accessibility for all modes, including walking, biking, and transit, and support reduction of VMT.

PERFORMANCE MEASURES

Performance measures connect to key goals and objectives for the RTP and provide quantifiable evidence of the consequences of decisions or actions. Performance targets provide specific metrics by which progress of the RTP towards its goals can be measured. In the context of the RTP, they predict, evaluate, and monitor the extent that transportation systems accomplish public objectives. Performance measures can be quantitative (for example, number of accidents) or qualitative (for example, historic character). Performance measures can also be measured (for example, traffic volume) or modeled (for example, vehicle miles traveled).

Table 17 presents the goals, objectives, performance measures, and performance targets for the RTP. These performance measures have mostly been carried over from the 2017 RTP to track changes over time. New metrics have been added to track transit ridership and progress toward improving active transportation facilities.



TABLE 17A: REGIONAL TRANSPORTATION PLAN PERFORMANCE MEASURES

TOPIC	Mobility/ Accessibility on State Highways	Safety on State Highways and County Roads	Maintenance
PERFORMANCE MEASURES	<ul style="list-style-type: none"> • LOS on State Highways 	<ul style="list-style-type: none"> • Collision rate on State Highways compared to similar facilities statewide • Number of Fatal Collisions • Number of Injury Collisions • Number of Property Damage Only (PDO) Collisions 	<ul style="list-style-type: none"> • Pavement Condition Index (PCI)
DATA SOURCE	<ul style="list-style-type: none"> • Caltrans Traffic Volumes • Transportation Concept Reports (TCRs) 	<ul style="list-style-type: none"> • Caltrans TASAS • Statewide Integrated Traffic Records System (SWITRS), California Highway Patrol 	<ul style="list-style-type: none"> • Mariposa County Pavement Management Program
VALUE IN 2017 RTP	<ul style="list-style-type: none"> • All roadways operated at acceptable LOS C or better in rural areas and D or better in urban areas (Mariposa) 	<ul style="list-style-type: none"> • TASAS: See Table 24 • Three-year total (2015-2017) <ul style="list-style-type: none"> » Fatalities: 9 » Injuries: 223 » PDO: 429 	<ul style="list-style-type: none"> • Average PCI of County road network (2014) = 53
CURRENT VALUE	<ul style="list-style-type: none"> • All roadways operate at acceptable LOS C or better in rural areas and D or better in urban areas (Mariposa) 	<ul style="list-style-type: none"> • TASAS: See Table 24 • Three-year total (2019-2021) <ul style="list-style-type: none"> » Fatalities: 6 » Injuries: 301 » PDO: 695 	<ul style="list-style-type: none"> • Average PCI of County road network (2021) = 51
COMMENT	<ul style="list-style-type: none"> • All existing facilities meet County General Plan standard , but LOS D does not meet TCR Concept LOS. 	<ul style="list-style-type: none"> • All state highway segments in Mariposa County have lower fatality rates and total collision rates than comparable facilities. • Fatalities have decreased but injuries have increased between the two study periods. 	<ul style="list-style-type: none"> • Overall PCI decreased between 2014 and 2021.

Additional source: Fehr & Peers, 2023.

TABLE 17B: REGIONAL TRANSPORTATION PLAN PERFORMANCE MEASURES

TOPIC	Transit Effectiveness	Active Transportation Service
PERFORMANCE MEASURES	<ul style="list-style-type: none"> Farebox Recovery Ratio Cost per passenger Transit frequency Riders served 	<ul style="list-style-type: none"> Miles of shared use paths Miles of bike lanes Miles of sidewalks
DATA SOURCE	<ul style="list-style-type: none"> Monthly/Quarterly transit operations reports 	<ul style="list-style-type: none"> Local data
VALUE IN 2017 RTP	<ul style="list-style-type: none"> Farebox Recovery Ratio (FY 17/18) = 13.1% Operating Cost Per Passenger (FY 17/18) = \$82.02 Each Mari-Go route operates one day per week [Riders served is a new metric for 2022] 	<ul style="list-style-type: none"> [New metrics for 2022]
CURRENT VALUE	<ul style="list-style-type: none"> Farebox Recovery Ratio (FY 21/22) = 21.7% Operating Cost Per Passenger (FY 21/22) = \$47.78 One Mari-Go route operates two days per week, two routes operate one day per week 7,886 riders served 	<ul style="list-style-type: none"> 0.2 miles of shared use paths 0 miles of bike lanes Unknown miles of sidewalks (to be evaluated in upcoming ATP)
COMMENT	<ul style="list-style-type: none"> Farebox recovery and operating cost per passenger both improved. Service frequency improved on some routes. Riders served is a new metric for 2022. 	<ul style="list-style-type: none"> New metrics for 2022.

Additional source: Fehr & Peers, 2023.

ACTION ELEMENT

The Action Element of the RTP consists of short-term (2022-2032) and long-term (2032-2047) activities that address regional transportation issues and needs. All transportation modes (highways, local streets and roads, transit, bicycle, pedestrian, and aviation facilities and services) are addressed. (No railways serve Mariposa County; the closest freight and passenger railway access is in the city of Merced.) In addition, the Action Element identifies investment strategies, alternatives, and project priorities beyond what is already programmed.

Costs for planned projects have been calculated in year-of-expenditure dollars to account for estimated inflation. All State Highway projects programmed in the State Transportation Improvement Program are shown in year-of-expenditure dollars. The inflation rates were developed by Caltrans to reflect recent trends in the construction industry.

Some regional projects calculated to year-of-expenditure dollars at the time of the development of the RTP and, therefore, current dollars are used for these projects. Updated cost information will be amended into each subsequent update of the RTP.

Local conditions, land use, transportation technologies, and transportation funding are constantly evolving. These projects are based on the best data available at this time; however, projects may be added, deleted, or revised. Additional projects of regional significance will be amended into the RTP if required for funding.



Roadway Network

Most travel in Mariposa County is by automobile, and it will continue to be so over the life of this plan and beyond. The roadway network within the unincorporated parts of the county is rural in character, mainly serving small communities, tourism, recreation, and agriculture uses. State highways are the primary transportation corridors extending through the county and serve all the county's major population centers. Other County arterials and a network of federal, state, local public, and private roads constitute the remainder of the roadway system. The State highway network serves primarily intercity and inter-county regional travel and interregional tourism, while the County's roadways serve local trips.

Figure 3 shows the major routes in the regional roadway system according to federal functional classifications. These classifications indicate the operational hierarchy of the roadway system:

State Highways are maintained by Caltrans and constitute routes of interregional significance whose design provides for relatively high overall travel speeds with minimum interference to through movement. These routes provide for travel into, out of, and through the county.

Major Collectors provide access to more localized destinations for regional traffic. These roads are designed to provide access for regional traffic between state routes. Narrow lanes and shoulders limit the carrying capacity of some collectors. Major collectors are "on-system" facilities that are eligible for federal aid. County roads that are designated as major collectors are:

- Bear Valley Road
- Merced Falls Road
- Hornitos Road (access to Hornitos)
- Darrah Road
- Greeley Hill Road (access to Greeley Hill)
- Carleton Road
- Ben Hur Road

Minor Collectors are similar in character to major collectors but are generally more rural with less traffic. Minor collectors are not eligible for federal aid, but the Highway Bridge Program (HBP) will replace or repair bridges, and rehabilitation can be funded through the State Transportation Improvement Program (STIP).

Local Roads consist of all roads not designated otherwise.

COUNTY ROADS

The County maintains approximately 564 centerline miles of roadways, 360 paved and 204 unpaved. These roadways are mapped by functional classification in Figure 3.¹

FEDERAL AGENCY ROADS

Mariposa County has an extensive network of roads maintained by federal agencies. Yosemite National Park maintains 214 miles of paved roads,² and the US Forest Service manages 22 miles of roads.³

1
1 Conversation with Mark Dvorak, Mariposa County, February 7, 2018.

2 Yosemite National Park Statistics, <https://www.nps.gov/yose/learn/management/statistics.htm>, retrieved February 2023.

3 California Public Road Data 2020, California Department of Transportation Highway Performance Monitoring System Data Library.

STATE HIGHWAYS

There are 117 miles of State highways, operated and maintained by Caltrans that provide connections across Mariposa County.¹ SR 49 and SR 140 form the backbone of Mariposa County's transportation system; most of their length through the County is unparalleled by local roadways due to topographical constraints. SR 41, SR 120, and SR 132 also access Mariposa County.

Caltrans prepares a Transportation Concept Report (TCR) or Corridor System Management Plans (CSMP) for each of its facilities. A TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in the Caltrans long-range corridor planning process. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period. These are indicated in the route concept. In addition to the 20-year route concept level, the TCR includes an ultimate concept, which is the ultimate goal for the route beyond its 20-year planning horizon.

¹ California Public Road Data 2020, California Department of Transportation Highway Performance Monitoring System Data Library.



State Route 41 is a major north-south route located in the eastern portion of the county that extends from the Madera County line to the Yosemite Valley. SR 41 connects to SR 49 in Oakhurst and to SR 140 in Yosemite Valley. SR 41 is one of three State highways serving Yosemite National Park and also provides access to the Mariposa County communities of Fish Camp and Yosemite West. Approximately five miles of SR 41 are maintained by the California Department of Transportation between the Madera County line and the south entrance to Yosemite National Park. The section of SR 41 from Route 49 in Oakhurst to Yosemite National Park is eligible for designation as a State Scenic Highway. The TCR states that Caltrans endeavors to maintain a target LOS at the transition between C and D on State highway facilities, or whichever LOS is feasible to maintain. The corridor within Mariposa County currently operates at LOS C and is anticipated to operate at LOS D by 2040. No planned or programmed projects are listed in the TCR at this time.



State Route 49 is the major north-south route through the western half of the county and is approximately 49 miles in length through the county. SR 49 travels along the western slope of the Sierra Nevada connecting Mother Lode communities from Oakhurst to Vinton. Within Mariposa County, this route extends from the Madera County line in the south to the Tuolumne County line in the north. The route between the communities of Bear Valley and Coulterville has steep grades. As a result, this section of the roadway significantly increases the travel time between the northern and southern regions of the county. SR 49 within Mariposa County is eligible for designation as a State Scenic Highway. The TCR for SR 49 shows a concept LOS of C in rural areas and D in urban areas. Although the TCR classifies the entire length of SR 49 in the county as rural, the segment through the community of Mariposa coincident with SR 140 serves as a main street in a town center. The TCR anticipates six of 10 segments within Mariposa County analyzed (segments 1-5 and 7) will be deficient by 2030 and may require upgrades to a four-lane expressway.



State Route 120 serves as an important east-west route for residents in the northern portion of Mariposa County and provides regional access to Yosemite National Park. One section of SR 120 passes through Mariposa County at Buck Meadows. The other section of SR 120 within Mariposa County extends from the Tuolumne County line to its junction with SR 140 in Yosemite Valley. The TCR for SR 120 has a concept LOS of C; however, within Mariposa County, the current facility is rated at LOS D. Caltrans is placing special emphasis on identifying lower cost improvements such as left-turn lanes and channelization as appropriate in lieu of recommending an expressway. However, if ADT increases, a four-lane expressway may ultimately be necessary.



State Route 132 is a major east-west route located in northwest Mariposa County. SR 132 extends from the Tuolumne County line in the west to the junction with SR 49 in Coulterville and is approximately 19 miles in length. SR 132 serves the communities of Lake Don Pedro and Coulterville as well as the recreational areas around Lake McClure. At Coulterville, SR 132 connects with County Route 132 that extends to the east and north to connect with SR 120 passing through the community of Greeley Hills. The TCR shows SR 132 as a two-lane conventional facility with LOS C in Mariposa County. The 2030 concept LOS is LOS D. No planned or programmed projects are listed in the TCR at this time.



State Route 140 is the major east-west route through the county and is approximately 52 miles in length through the county. It extends from the Merced County line in the west to Yosemite Valley in the east passing through the communities of Catheys Valley, Mariposa, and El Portal. SR 140 provides a connection to SR 99 in the Central Valley. The section of SR 140 from the junction of SR 49 in the town of Mariposa to the Yosemite National Park entrance is officially designated as a State Scenic Highway. The TCR for SR 140 shows a concept LOS of C in rural areas and D in urban areas. Although the TCR classifies the entire length of SR 140 in the county as rural, the segment through the community of Mariposa coincident with SR 49 serves as a main street in a town center. All segments currently operate acceptably except for the segment through the community of Mariposa. The TCR indicates that the conceptual solution for the segment is realignment and changing the concept facility type from Conventional to Expressway. However, this is not currently a planned or programmed project. In addition, ongoing work on SR 140 on the Ferguson Project to repair and stabilize areas damaged by fire and prone to rock slides has resulted in some one-lane traffic sections, resulting in delays.

ROADWAY OPERATIONS

The operations of roadway facilities are described in terms of level of service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined, from LOS A and B, which represent uncongested operating conditions, to LOS C and D, which represent moderate levels of congestion, to LOS E, which represents at-capacity conditions. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

Table 18 displays the LOS criteria thresholds developed for the Mariposa County RTP using the Highway Capacity Manual (Transportation Research Board, 2000) (HCM) methodology for typical two-lane highway and county roadway segments. This table provides daily volume thresholds for each level of service. Because the thresholds are based on typical conditions, they should be used cautiously for a roadway segment that has extreme characteristics. The HCM categorizes two lane highways as either Class I or Class II:

- **Class I** – Two lane highways with relatively high speeds and that are major intercity routes, primary arterials connecting major traffic generators, daily commuter routes, or primary links in state or national highway networks. They often serve long-distance trips or provide connecting links between facilities that serve long-distance trips.
- **Class II** – Two lane highways with lower expected travel speeds that function as access routes to Class I facilities, serve as scenic or recreational routes that are not primary arterials, or pass through rugged terrain. They most often serve relatively short trips, the beginning and ending portions of longer trips, or trips for which sightseeing plays a significant role.

TABLE 18: ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS

FACILITY TYPE	UPPER LIMIT DAILY TRAFFIC VOLUME THRESHOLD				
	LOS A	LOS B	LOS C	LOS D	LOS E
Class I Two Lane Highway (SR 49, SR 120, SR 140 west of Mariposa)	1,200	2,900	7,900	16,000	20,500
Class II Two Lane Highway (SR 41, SR 132, SR 140 east of Mariposa and in town)	900	2,000	6,800	14,100	17,400
County Roadways (Two Lane) (Major and Minor Collectors)	900	2,000	4,000	7,000	10,000

Notes: LOS F applies whenever the flow rate exceeds the segment capacity (the upper limit for LOS E)

Source: HCM 2000, Chapter 20, Two Lane Highways; Fehr & Peers, 2010.

The Mariposa County General Plan identifies LOS D or better as adequate. Caltrans also identifies concept LOS in each TCR; this is LOS C or D, depending on the segment.

Table 19 provides a summary of the latest traffic volumes on State highways (2020) and select County roadways (2019-2022) in Mariposa County. Five State highway segments operated at LOS D; all other locations operate at LOS C or better. Although these segments do not meet the Caltrans concept LOS, they meet the County General Plan standard.

TABLE 19: EXISTING TRAFFIC VOLUMES & LOS

ROADWAY	POST MILE	LOCATION	PEAK HOUR	PEAK MONTH	AADT	LOS
State Highway: Class I						
SR 49	0.3	Madera/Mariposa Co. Line	350	3,800	3,500	C
	6.0	Triangle Rd.	430	4,200	3,800	C
	9.7	Woodland/Hirsch Rd.	510	4,950	4,500	C
	12.5	Bootjack Rd.	660	6,400	5,800	C
	16.7	Mormon Bar, Ben Hur Rd.	870	8,900	8,300	D
	18.5	Mariposa, JCT SR 140	900	9,900	8,600	D
	18.6	Joe Howard Rd.	780	7,600	5,100	C
	20.5	Whitlock Rd.	330	3,200	2,700	B
	22.9	Mount Bullion	240	1,900	1,500	B
	29.5	Bear Valley	120	870	860	A
	44.6	Coulterville, JCT SR 132 W.	130	1,200	690	A
	48.8	Mariposa/Tuolumne Co. Line	110	1,050	830	A
SR 120	41.5	Tuolumne/Mariposa Co. Line	1,400	12,300	6,200	C
	43.0	Buck Meadows	1,400	9,000	6,200	C
	43.7	Mariposa/Tuolumne Co. Line	1,400	9,000	6,200	C
SR 140	0.0	Merced/Mariposa Co. Line	590	4,650	3,900	C
	9.5	Hornitos Rd.	680	7,000	5,200	C
State Highway: Class II						
SR 132	7.6	Tuolumne/Mariposa Co. Line	320	1,750	1,700	B
	18.7	Coulterville/JCT SR 49	120	970	870	A
SR 120	21.2	Mariposa S. JCT SR 49	1,200	13,400	11,800	D
	21.4	Mariposa, Sixth St.	550	11,100	9,800	D
	22.0	Mariposa, N. JCT SR 49	870	9,100	8,400	D
	26.2	Triangle Rd.	220	3,650	3,600	C
	28.9	Oak Rd.	380	3,150	3,100	C
	29.7	Colorado Rd.	310	3,700	2,650	C
	34.1	Briceburg Station	160	3,800	2,500	C
	48.2	Foresta Rd.	130	2,950	2,900	C
	50.3	El Portal Rd.	380	3,000	2,900	C
	51.8	Yosemite National Park	230	4,050	2,800	C

Notes: Peak Month represents the average daily traffic volume for the peak month

AADT = Average annual daily traffic volume

Source: Caltrans Traffic Data Branch, 2022.

TABLE 19: EXISTING TRAFFIC VOLUMES & LOS

ROADWAY	LOCATION	AADT	LOS
County Roadways: Major Collector			
Merced Falls Rd.	Tuolumne County Line	785	A
Hornitos Rd.	SR 140	695	A
	W. of Hornitos	525	A
Bear Valley Rd.	SR 49	475	A
	Hornitos Rd.	185	A
Greeley Hill Rd.	Fiske Rd.	905	B
	Smith Station Rd.	550	A
Ben Hur. Dr.	SR 49	2,040	B
	Silver Bar Rd.	480	A
Carleton Rd.	Triangle Rd.	775	A
Cole Rd.	Darrah Rd.	1,030	B
	Silva Rd.	475	A
Darrah Rd.	Darrah Rd.	4,695	C
	Triangle Rd.	1,060	B
Harris Cutoff Rd.	Harris Rd.	435	A
County Roadways: Minor Collector			
Dexter Rd.	Fiske Rd./Converse Rd.	365	A
Hotzel Rd.	Greeley Ln.	955	B
Ranchito Dr.	Merced Falls Rd.	550	A
Old Highway Rd.	SR 140	105	A
	SR 49	870	A
Yaqui Gulch Rd.	SR 140	485	A
Whitlock Rd.	SR 49	290	A
	SR 140	730	A
Indian Peak Rd.	SR 49	890	A
	(Indian Peak S.) Sebastopol Rd.	755	A
Hirsch Rd.	SR 49	825	A
	Indian Peak Rd.	415	A
Usona Rd.	SR 49	470	A
Triangle Rd.	SR 140	1,230	B
	E. Westfall	1,045	B
	SR 49	725	A
Chowchilla Mountain Rd.	SR 49	1,230	B

Source: Mariposa County Public Works, 2022.

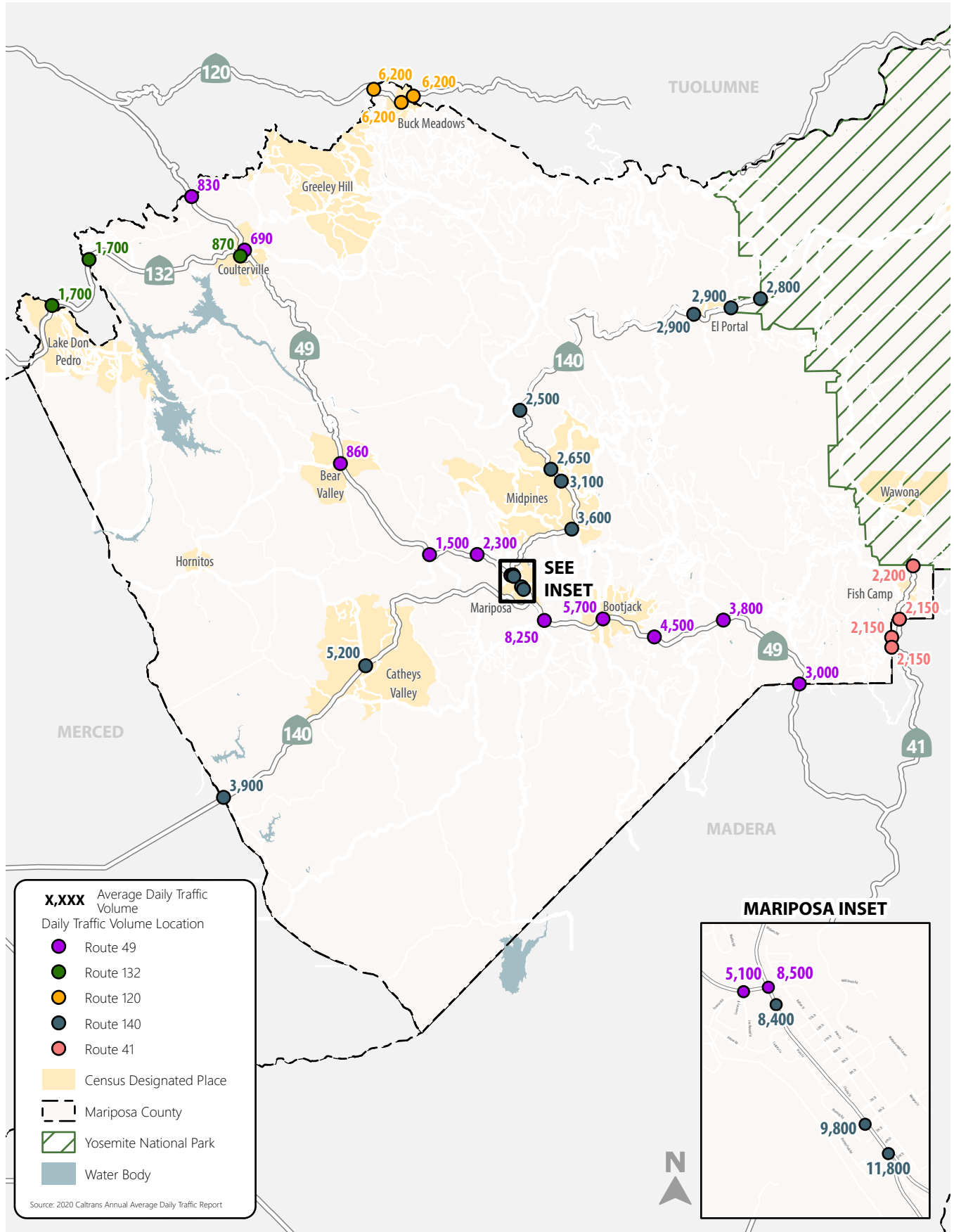
Caltrans collects traffic volume data on state highways in Mariposa County. Traffic counting is generally performed using electronic counting instruments at consistent locations throughout the state in a program of traffic count sampling. The resulting counts are adjusted to reflect an estimate of annual average daily traffic (AADT) by compensating for seasonal fluctuation, weekly variation, and other variables that may be present. AADT volumes are defined as the total two-way traffic volume on a roadway over the year divided by 365 days. Figure 9 shows the location of select traffic volumes on state highways.

In addition to AADT, Caltrans summarizes the peak month average daily traffic, which is the highest monthly traffic volume divided by the number of days in the month. Caltrans data indicates that the peak traffic season in Mariposa County is in summertime, with the peak month fluctuating between May, June, July, August, and September depending on the roadway segment. SR 140 near the south junction of SR 49 carries the heaviest average daily traffic in the peak month and throughout the year.

Population in Mariposa County is projected to decrease slightly from 17,556 in 2021 to 17,252 in 2047, as shown in Table 4. Similarly, the share of population 65 years and older is expected to increase from 32 to 43 percent over that period, as shown in Table 4. Visitors to Yosemite National Park, the largest driver of tourism in the county, have dropped in recent years after peaking in 2016 as shown in Figure 8. This trend preceded the COVID-19 pandemic, and in recent years the park has implemented a reservation system in peak periods which likely has contributed to these reductions. The automobile is expected to remain the primary mode of travel for the foreseeable future. If these trends continue, roadway vehicle volumes may be expected to decrease slightly or stay flat over the period of this plan. However, changes in travel behavior and transportation systems are expected to occur in response to emerging trends, new technologies, and evolving user preferences. These changes may affect expected travel and roadway volumes. Additionally, information about how technology is affecting travel is accumulating over time. Some of these emergent changes that could influence future travel forecasts include the following:

- Substitution of internet shopping and home delivery for some shopping or meal-related travel.
- Substitution of telework for commute travel.
- New travel modes and choices, including transportation networking companies (TNCs) such as Uber and Lyft, car share, and on-demand micro transit.
- Automated and connected vehicles.
- Long-term effects of the COVID-19 pandemic.

Figure 9: Existing Daily Traffic Volumes on State Highways



SAFETY

To assess roadways safety needs in the county, a five-year summary of collision data was compiled (Table 20). The table summarizes total collisions by year, including number of persons killed and number of persons injured. Less than half of the collisions in Mariposa County resulted in injuries.

TABLE 20: FIVE-YEAR COLLISION SUMMARY (2017 - 2021)

YEAR	TOTAL REPORTED COLLISIONS	TOTAL COLLISIONS RESULTING IN INJURY	NUMBER OF FATALITIES	NUMBER INJURED
2017	278	108	7	140
2018	227	90	3	125
2019	204	74	4	101
2020	210	84	1	95
2021	207	75	1	105
Total	1,126	431	16	566

Source: California Department of Highway Patrol, Statewide Integrated Traffic Records System, 2023. Transportation Injury Mapping System (TIMS), UC Berkeley SafeTREC, 2023.

Table 21 summarizes the total and percentage of injury collisions by collision type between 2017 and 2021. As shown, hit object collisions account for the highest number and percentage of injury collisions in the five-year analysis period. Overturned collisions, which more commonly result in more severe injury or death, show the second highest occurrence over the same period. Of the 1,126 total reported collisions, approximately 2% involved pedestrians, and less than 1% involved bicycles.

TABLE 21: FIVE-YEAR INJURY COLLISION SUMMARY BY COLLISION TYPE

TYPE	TOTAL INJURY COLLISIONS	PERCENT OF TOTAL
Hit Object	205	47.6%
Overturned	95	22.0%
Rear End	37	8.6%
Broadside	28	6.5%
Head-On	25	5.8%
Other	17	3.9%
Sideswipe	14	3.3%
Vehicle/Pedestrian	10	2.3%
Total	431	100.0%

Source: Transportation Injury Mapping System (TIMS), UC Berkeley SafeTREC, 2023.

Table 22 summarizes the total and percentage of injury collisions by vehicle code violation between 2017 and 2021. As shown, improper turning violations account for almost half of all collisions resulting in injury in the five-year analysis period. Unsafe speeds were the second highest violation that resulted in injury collisions over the same period. Approximately 15% of injury collisions involved driving under the influence of alcohol and/or drugs.

The upcoming Mariposa County Local Road Safety Plan (LRSP) will provide detailed analysis of recent collisions and recommend countermeasures to address hot spot and systemic issues.

TABLE 22: FIVE-YEAR INJURY COLLISION SUMMARY BY VEHICLE CODE VIOLATION		
VEHICLE VIOLATION	TOTAL INJURY COLLISIONS	PERCENT OF TOTAL
Improper Turning	206	47.8%
Unsafe Speed	78	18.1%
Driving or Bicycling Under the Influence of Alcohol or Drug	64	14.9%
Automobile Right of Way	29	6.7%
Other than Driver or Pedestrian	18	4.2%
Wrong Side of Road	17	3.9%
Traffic Signals and Signs	4	0.9%
Unsafe Lane Change	3	0.7%
Pedestrian Right of Way	3	0.7%
Pedestrian Violation	3	0.7%
Other Hazardous Violation	2	0.5%
Unsafe Starting or Backing	2	0.5%
Improper Passing	1	0.2%
Unknown	1	0.2%

Source: Transportation Injury Mapping System (TIMS), UC Berkeley SafeTREC, 2023.

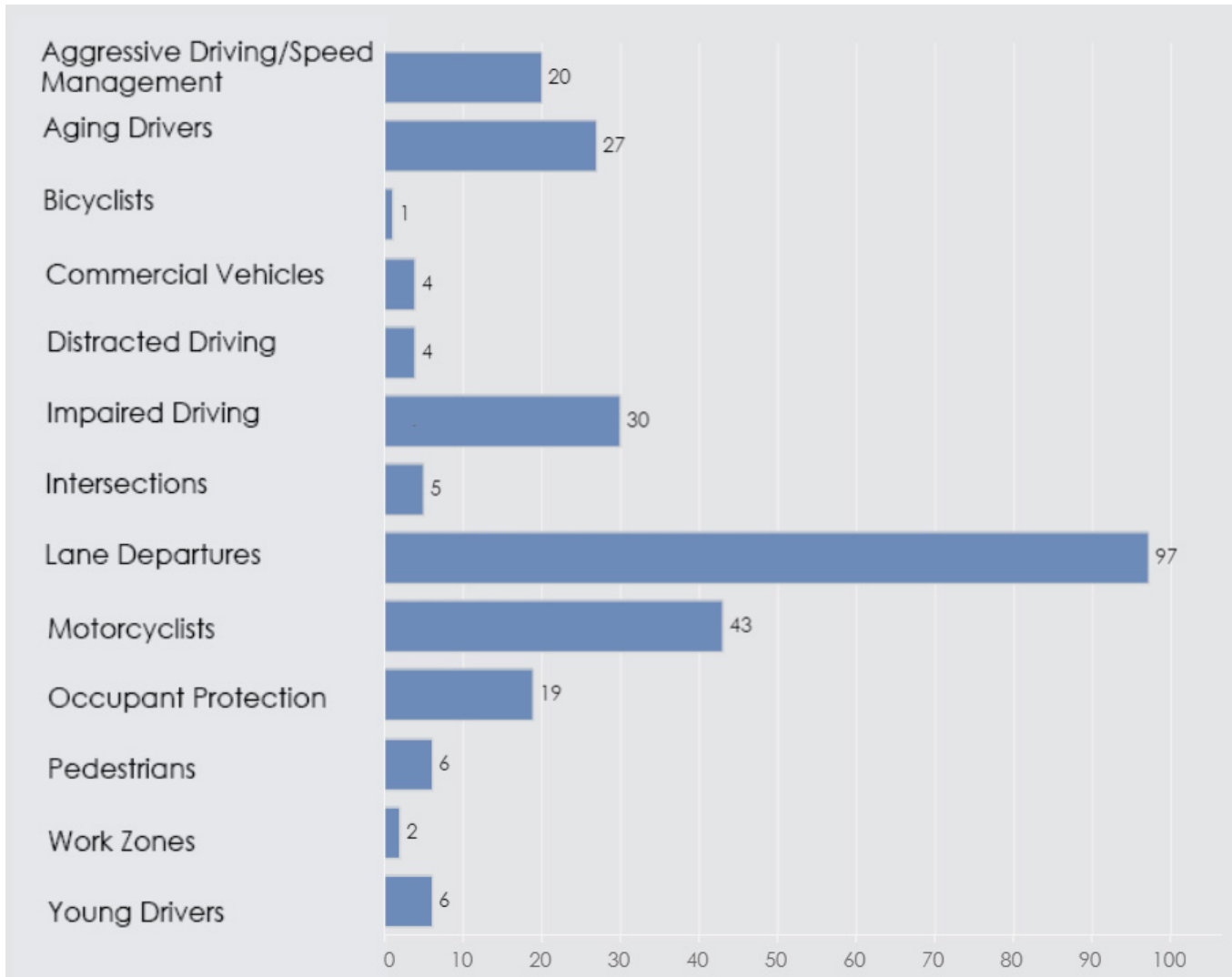
The Caltrans Traffic Accident Surveillance and Analysis System was utilized to determine accident rates on state highways for a three-year period ending in December 2021. Results are shown in Table 23.

TABLE 23: COLLISION RATES ON STATE HIGHWAYS (PER MILLION VEHICLE MILES)								
ROUTE	POST MILE		FATAL CRASHES		FATAL + INJURY CRASHES		TOTAL CRASHES	
	FROM	TO	SEGMENT RATE	COMP AVG RATE	SEGMENT RATE	COMP AVG RATE	SEGMENT RATE	COMP AVG RATE
SR 41	1.87	4.92	0.00	0.051	0.47	0.95	1.42	1.97
SR 49	0.33	48.83	0.017	0.045	0.55	0.73	1.37	1.60
SR 120	41.52	43.75	0.00	0.029	0.00	0.45	0.16	1.03
SR 132	7.70	18.75	0.00	0.053	0.70	0.97	1.25	2.01
SR 140	0.00	51.80	0.01	0.045	0.25	0.79	0.69	1.68

Note: Total Crashes include property damage only crashes.
Source: Caltrans Traffic Accident Surveillance and Analysis System Selective Accident Retrieval, 2023.

As part of the Strategic Highway Safety Plan (SHSP) update, Caltrans created a crash data dashboard to provide details on crash data related to SHSP goals. The dashboard organizes crash data by the Challenge Areas identified in the SHSP. Crashes in Mariposa County by Challenge Area for the five-year period ending in December 2020 are shown in Figure 10. During this period, there were 18 fatal crashes and 96 serious injury crashes.

Figure 10: Five-Year Summary of Crashes by Challenge Area



Source: Caltrans, 2016-2020 Strategic Highway Safety Plan Crash Data Dashboard.

The upcoming Mariposa County LRSP and Mariposa County Active Transportation Plan (ATP) will consider the State Highway Safety Plan (SHSP) and the Safe Systems approach during their development.

VEHICLE MILES OF TRAVEL

Daily vehicle miles traveled (VMT) for Mariposa County, excluding Yosemite National Park, was estimated to be 541,200 in 2020.¹ Home based VMT per resident (miles driven each day per person living in the county) was estimated to be 32.4 and home-based work VMT per employee (miles driven to and from work each day per person working in the county) was estimated to be 23.1 in 2019.²

If demographic trends continue, VMT may be expected to decrease slightly or stay flat over the period of this plan. However, changes in travel behavior and transportation systems are expected to occur in response to emerging trends, new technologies, and evolving user preferences. These changes may affect expected travel and VMT.

1 California Public Road Data 2020, California Department of Transportation Highway Performance Monitoring System Data Library.

2 VMT+, <https://www.fehrandpeers.com/project/find-my-vmt/>, StreetLight, U. S. Census, and Fehr & Peers, 2023.



ROADWAY SYSTEM MAINTENANCE

STATE HIGHWAYS

Caltrans is responsible for the maintenance and rehabilitation of over 50,000 lane miles of state highways. The number of distressed lane miles (those with poor structural condition or with poor ride quality) is an important indicator of the State Highway System's pavement condition. This indicator is used by Caltrans to prioritize road maintenance and repairs. The state has approximately 6,872 distressed lane miles (13.8% of total lane miles) based on an updated 2020 Pavement Condition Survey.¹ This same survey showed that Caltrans District 10, where Mariposa County is located, has approximately 338 distressed lane miles of its 4,339 total lanes miles (9.6%).

Table 24 and Figure 11 provide historical data for the percentage of distressed lane miles for the state and Caltrans District 10. As the table and figure show, District 10 has a lower share of distressed miles than the State of California as a whole. Conditions in recent years for both District 10 and the state have been flat or worsening.

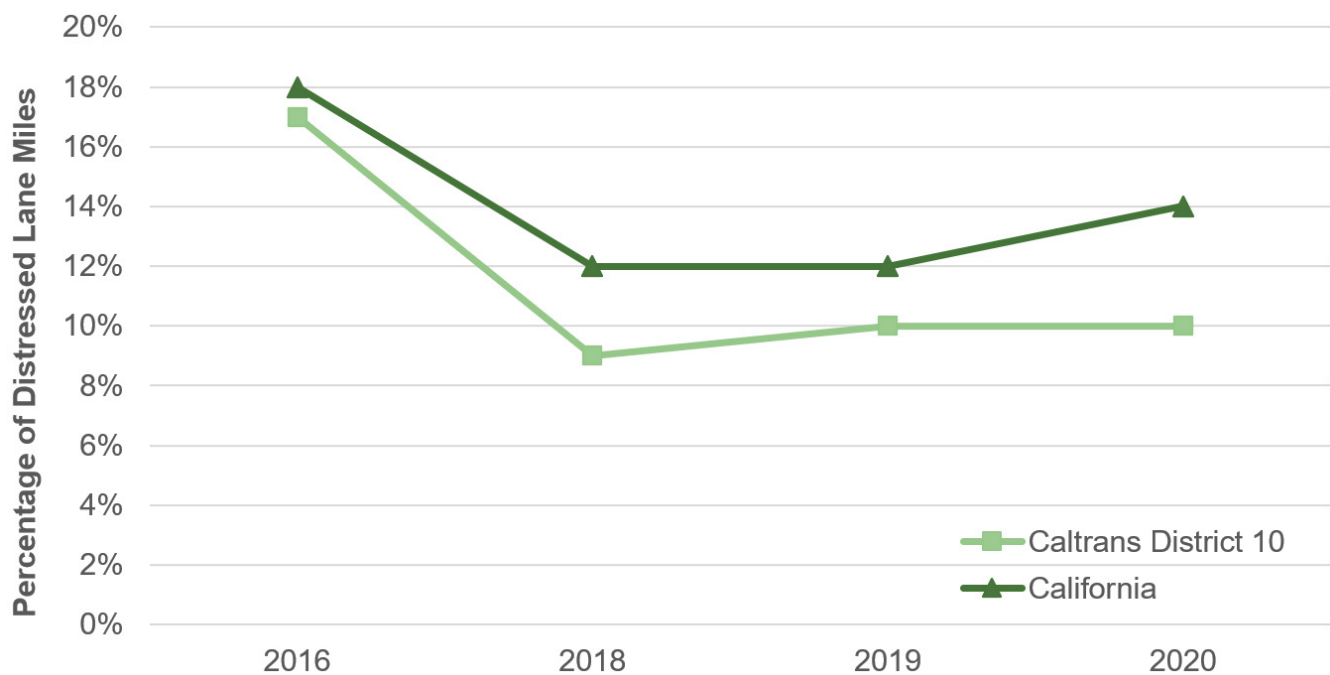
¹ 2020 State of the Pavement Report, California Department of Transportation, April 2022.

TABLE 24: DISTRESSED LANE MILES BY SURVEY YEAR

REGION	2016	2018	2019	2020
Caltrans District 10	17%	9%	10%	10%
California	18%	12%	12%	14%

Source: 2018 State of the Pavement Report, Caltrans, August 2019. 2019 State of the Pavement Report, Caltrans, September 2020. 2020 State of the Pavement Report, Caltrans, April 2022.

Figure 11: Distressed Lane Miles by Survey Year

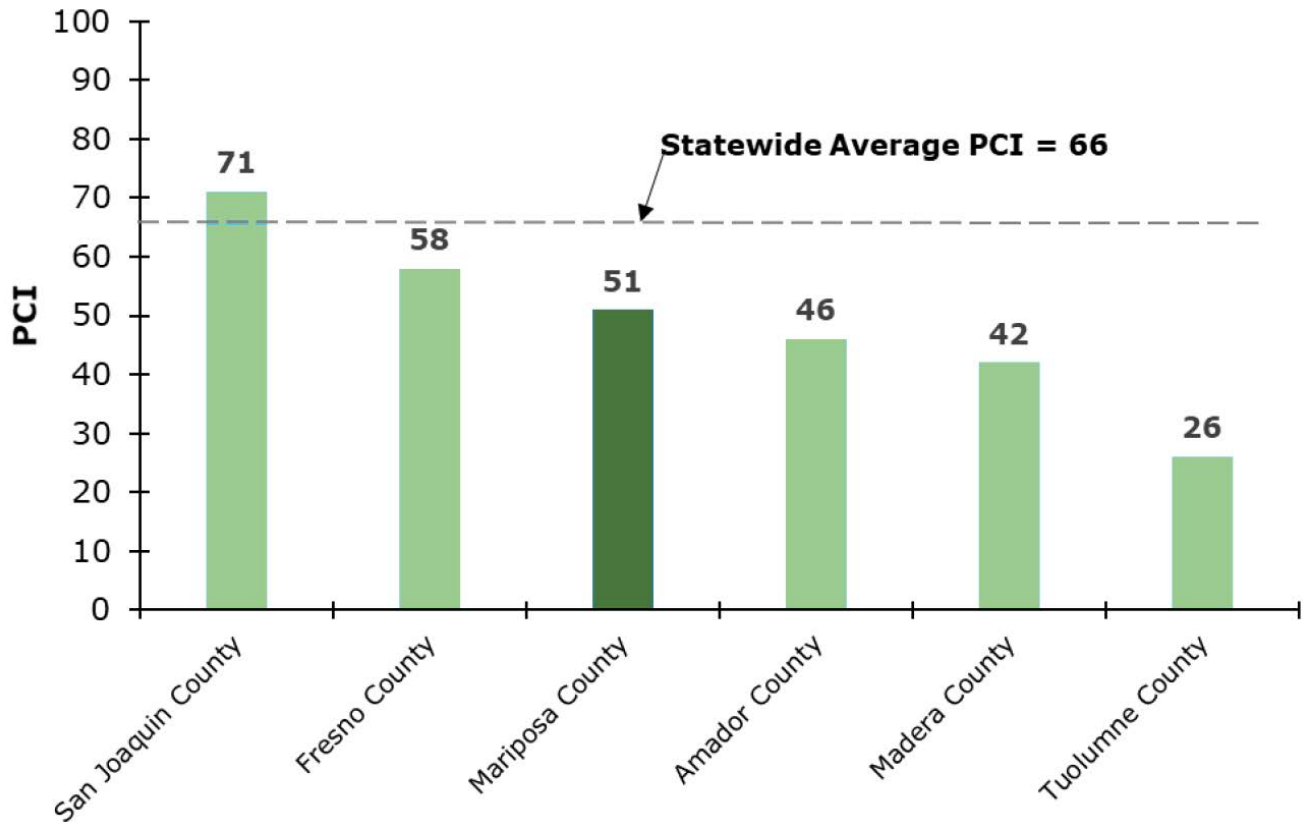


Source: 2020 State of the Pavement Report, California Department of Transportation, April 2022.

LOCAL ROAD MAINTENANCE

The 2021 Mariposa County Pavement Management Report Update indicated that the average Pavement Condition Index (PCI) for local Mariposa County roads is 51, or fair, slightly worse than in 2014, when the average PCI was 53. The report estimated the 10-year maintenance needs to be \$109.9 million (2021 dollars) to bring PCI to 66, or good. To maintain an average PCI of 51, an investment of \$68.1 million would be required. Figure 12 compares the average Mariposa County PCI to that of neighboring and other rural counties.

Figure 12: Pavement Condition Index Comparison with Neighboring Counties



PCI's from the 2020 Statewide Needs Assessment

Source: 2021 Mariposa County Pavement Management Report Update, Mariposa County, November 2021.

MARIPOSA COUNTY BRIDGE NEEDS

The transportation system in Mariposa County includes 55 bridges on County roadways and 34 bridges on State highways. To be eligible for the Federal Highway Bridge Program (HBP), a bridge must have a sufficiency rating of 80 or less to be eligible for rehabilitation, and a sufficiency rating of less than 50 for replacement. The County has 20 bridges with sufficiency ratings between 80 and 50, and another 15 bridges with sufficiency ratings less than 50. The replacement of Darrah Bridge will be complete by summer of 2023. The next bridge anticipated for replacement is on Buckeye Road over Mariposa Creek. There are 15 bridges in Mariposa County listed in the HBP and in various stages of design.

COMPLETED PROJECTS

A list of projects that have been completed since the 2017 RTP, or that are currently in progress as a result of committed funds, is provided in **Appendix C**, Table C-7.

STATE TRANSPORTATION IMPROVEMENT PLAN

The 2022 State Transportation Improvement Program (STIP) regional funding request for Mariposa County is shown in Table 25.

TABLE 25: 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM		
PROJECT NAME	DESCRIPTION	REQUESTED AMOUNT (\$1,000)
Planning, Programming, and Monitoring		100
Indian Peak Road Rehabilitation	Pavement - Local Road	805
Merced Falls Road Rehabilitation (Amendment)	Pavement - Local Road	595
Harris Road Bridge	Bridge - Local Reconstruction	910
Indian Peak Bridge	Bridge - Local Reconstruction	630
Old Toll Road Rehabilitation	Pavement - Local Road	1,500
Joe Howard Sidewalk Improvements	Active Transportation - Sidewalk	287
E Whitlock Road Rehabilitation	Pavement - Local Road	830
	Total	5,667
Source: MCLTC, 2023.		

ROADWAY NETWORK ACTION PLAN

Improvements to the roadway network are an important strategy necessary to achieve the RTP performance targets. The Roadway Network Action Plan supports goals 1, 7, and 8. The projects identified in the RTP below are also consistent with the projects included in the Federal Transportation Improvement Program (FTIP), Regional Transportation Improvement Program (RTIP), and Caltrans Interregional Transportation Improvement Program (ITIP).

Appendix C lists the planned projects for Mariposa County and the goals supported by each project.

- Table C-1 lists short-term financially constrained projects. These projects can reasonably be expected to be funded and begin construction prior to 2032.
- Table C-2 lists long-term financially constrained projects that can reasonably be expected to be funded and constructed between 2032 and 2047.
- Table C-7 lists unconstrained (unfunded) projects that may be constructed prior to the year 2047 if additional revenues are realized or funded by future development.

Public Transit

The MCLTC is the regional planning agency responsible for allocating Transportation Development Act (TDA) funds, conducting the annual unmet transit needs process, and preparing Transit Development Plans. Transit Development Plans are generally regarded as the primary short-term planning guides for smaller transit systems and set a policy framework by which the county's mobility needs are identified and met.

Consolidated Transportation Services Agencies (CTSAs) coordinate social services and carry out intents of the Social Services Transportation Improvement Act of 1979. The purpose of the act was to improve the quality of transportation services to low mobility groups while achieving cost savings and more efficient use of resources. The MCLTC is the designated CTSA for Mariposa County.

The primary public transportation providers serving Mariposa County are Mariposa Public Transit and the Yosemite Area Regional Transportation System (YARTS).

Mariposa Public Transit (Mari-Go) is a general public dial-a-ride service with designated route areas. Vehicle operation is provided weekdays from 8:00 AM to 5:00 PM except on County holidays. Riders must call in advance to schedule rides. Service includes:

- Monday - Highway 49 North, Bear Valley, Hornitos, Catheys Valley Areas
- Monday - Sonora shopping for North County residents
- Tuesday & Thursday - In town of Mariposa and three-mile radius outside of town
- Wednesday - Highway 49 South, Ponderosa Basin, and Lush Meadows areas
- Friday - Highway 140 East, Midpines, and surrounding areas

Mariposa County Transit also operates a curb-to-curb non-emergency medical transportation service, Medi-Trans, for seniors (60 years of age and older) for scheduled medical appointments and/or in-office procedures in Mariposa and surrounding counties. Medical caregivers are allowed to ride along at no additional charge.

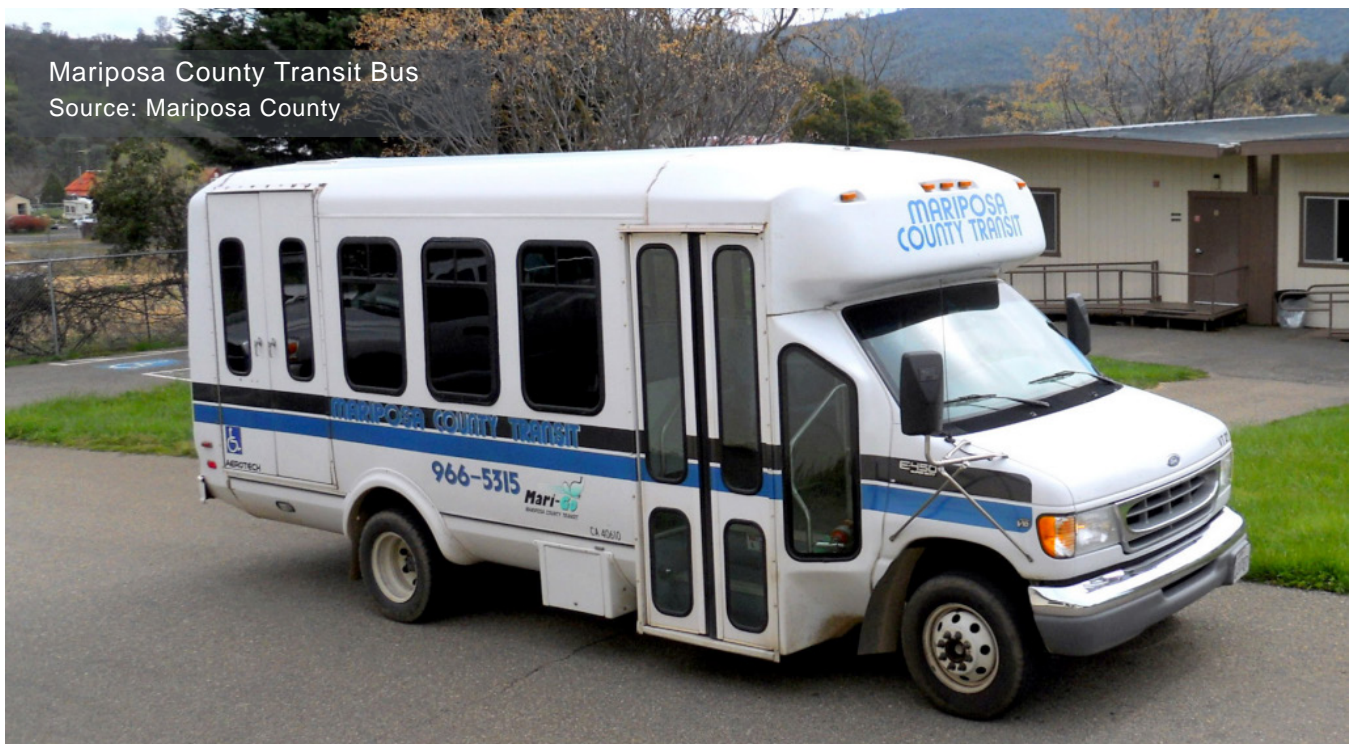


Table 26 shows system-wide performance measures for Mariposa County Transit. Passengers per service hour and service mile decreased over the period.

TABLE 26: MARIPOSA COUNTY PUBLIC TRANSIT PERFORMANCE MEASURES					
PERFORMANCE CATEGORY	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Passenger Trips	4,265	5,910	4,308	2,477	7,886
Fare Revenue	\$45,907	\$70,638	\$59,562	\$5,960	\$81,926
Operating Cost	\$349,816	\$287,161	\$278,184	\$278,184	\$376,796
Service Hours	1,205	1,336	1,480	2,447	3,577
Vehicle Service Miles	33,921	35,510	44,063	70,528	117,623
Passengers/Service Hour	3.5	4.4	2.9	1.0	2.2
Passengers/Vehicle Service Mile	0.13	0.17	0.10	0.04	0.07
Farebox Recovery Ratio	13.1%	24.6%	21.4%	2.1%	21.7%
Cost/Service Hour	\$295.77	\$214.94	\$187.96	\$113.70	\$105.34
Cost/Service Mile	\$10.31	\$8.09	\$6.31	\$3.94	\$3.20

Source: Mariposa County, 2023.

Yosemite Area Regional Transportation System (YARTS) provides fixed-route service between Merced and Yosemite National Park with multiple stops in Mariposa County. YARTS also provides seasonal connections between Yosemite Valley and Sonora, Fresno, and Mammoth Lakes. YARTS allows bicycles on buses, provided there is space to accommodate them. YARTS service also connects to the Merced Amtrak station. YARTS transit routes are shown in Figure 13.

YARTS provides connections to the Merced Amtrak station, which will be served in the future by the Altamont Commuter Express (ACE) and San Joaquin's High Speed Rail service. These regional connections support the California Transportation Plan's goals of improve transit and rail, and expanding access to jobs, good, services, and education.

UNMET TRANSIT NEEDS

Unmet transit needs are those public transportation services which have not been funded or implemented but have been identified through public input, including the annual unmet transit needs public hearing, transit needs studies, or other methods approved by the Commission. For Mariposa County, unmet transit needs specifically include the following:

- Public transit services not currently provided for persons who rely on public transit to reach employment; to reach medical assistance; to shop for food or clothing; or to obtain social services such as health care, County welfare programs, and educational programs.
- Trips requested by the transit dependent or transit disadvantaged persons for which there is no other available means of transportation. Transit dependent or transit disadvantaged persons include but are not limited to, the elderly, the disabled, youth, and persons of limited means.

MCLTC has defined an unmet transit need as “reasonable to meet” if the following conditions prevail:

- New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act (TDA) funds available to the County of Mariposa.
- The proposed transit service does not duplicate transit services currently provided by either public or private operators.
- Support exists as demonstrated through the public hearing process or other means of communication for the proposed service.
- New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required rural area farebox and revenue ratio of 10 percent (or higher percentage as determined by the LTC) for the overall system. In addition, service will be considered reasonable if the projected average cost per ride, by type of service can be provided at a cost no higher than 10 percent above the average cost per passenger by type of service within Mariposa County for a period no longer than a year.
- There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
- The proposed transit service shall have a reasonable expectation of future demand and available funding on a long-term basis to maintain the service.
- Is needed and would benefit either the general public or the elderly and disabled population as a whole.

Note that comparing unmet transit needs with the need for streets and roads shall not make the determination of whether an unmet transit need is reasonable to meet.

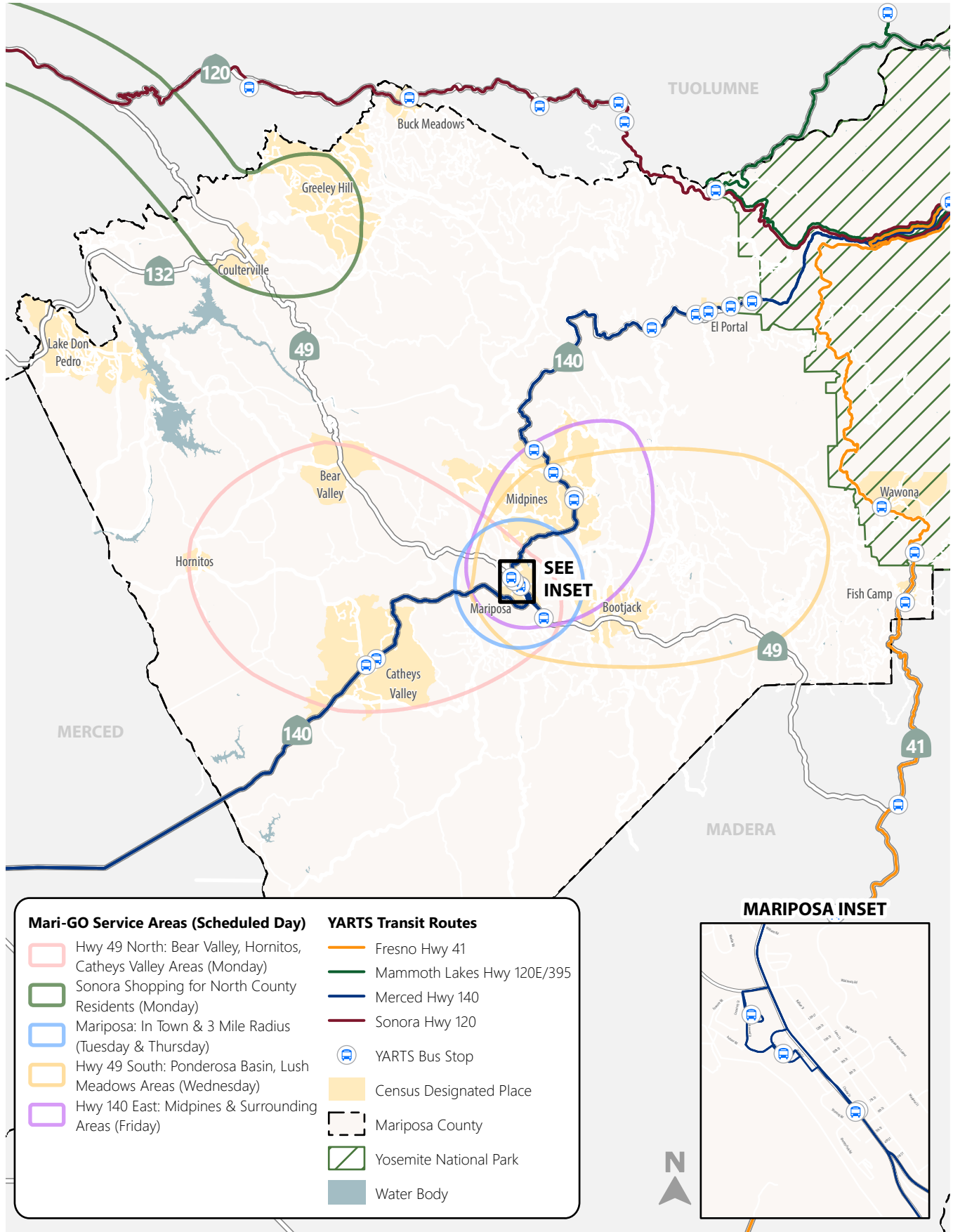
The Social Services Transportation Advisory Council met on April 27, 2022. Despite providing notice in the local paper and County website, there was no public comment. To further seek any known unmet transit needs, public notice was published to allow the public time to provide comments by June 1, 2022. No comments were received. Thus, it was determined that there are no “reasonable to meet” unmet needs to bring before the Commission at this time. MCLTC therefore adopted Resolution LTC 2022-11, “A Resolution Regarding Unmet Needs for Public Transportation” stating that there were no new unmet transit needs that were reasonable to meet and that previously identified needs will continue to be met with the existing transit services.

TRANSIT NETWORK ACTION PLAN

Improvements to the transit network are important to achieve the RTP performance targets. The transit network action plan supports goals 2, 5, 8, and 9.

The updated Short Range Transit Plan for Mariposa County Transit was released in August 2021. **Appendix C**, Table C-3 lists the planned short-range and long-range transit projects.

Figure 13: Transit Service



Bicycle and Pedestrian Facilities

Walking and bicycling are the most prevalent forms of non-motorized transportation in Mariposa County. In addition to helping reduce traffic congestion and automobile emissions, providing safe facilities that encourage walking and bicycling can enhance the quality of life for Mariposa County residents. However, walking and biking facilities in the county are limited.

As shown in Table 12, walking represents about 12.6% and bicycling represents 0.9% of journeys to work in Mariposa County. However, this data does not include trips for purposes other than work. Walking and biking trips are also made for shopping, for going to school, or for recreation, which are all more difficult to measure.

The limited amount of pedestrian and bicycle facilities in Mariposa County may be discouraging residents from walking and bicycling. For walking and bicycling to be a viable transportation option for most people, it must be safe, attractive, and easy to utilize. Generally, this includes use of pathway design techniques that promote safety and eliminate barriers and the placement of paths in sufficient locations and numbers to connect important activity centers such as schools, commercial centers, parks, and residential areas.

The 2011 Mariposa County Bicycle and Pedestrian Transportation Plan was developed to improve these conditions. The plan contains maps of existing and recommended future bicycling and pedestrian facilities and includes lists and discussion of projects to implement the new facilities. An updated Mariposa County Active Transportation Plan is expected to be completed in 2024.

EXISTING BICYCLING FACILITIES

The Mariposa Creek Parkway, a Class I shared use path, exists on the west side of the town of Mariposa. The path runs parallel to SR 140, beginning at Stroming Road, near Jessie Street, and terminating just south of Eighth Street. The total length of the existing path is approximately 0.2 miles. Mariposa County does not have any existing Class II bike lanes or Class III bike routes; however, it is legal to bicycle on all public roads in Mariposa County. Many of the county's rural roads are popular for bicycling, including:

- Bear Valley Road
- Ben Hur Road
- Buckeye Road
- Carleton Road
- Greeley Hill Road
- Guadalupe Fire Road
- Hornitos Road
- Indian Gulch Road
- Old Highway
- Silva Road
- Triangle Road
- Yaqui Gulch Road

State highways are also popular for bicycling, especially where no alternative roads exist (for example, SR 140 between Mariposa, El Portal, and Yosemite National Park).

EXISTING PEDESTRIAN FACILITIES

Marked crosswalks are provided at several locations in Mariposa both at intersections and at mid-block locations; however, many marked crosswalks need maintenance. Curb ramps are typically provided only on newer sidewalk segments.

CURRENT BICYCLE AND PEDESTRIAN PLANNING EFFORTS

Mariposa County is currently pursuing the following pedestrian and bicycle improvements.

Mariposa Creek Parkway: The Mariposa Creek Parkway Master Plan, released in 2019, articulates the vision for a four-mile, linear, off-street multi-use active transportation facility, fully integrated with a larger network of recreational and cultural spaces. The project, envisioned by the Mariposa Town Plan, parallels the Mariposa Creek from the Fairgrounds on SR 49 to the CalFire facility on SR 49. The first sections of the Parkway have been constructed.

Town of Mariposa Transportation Center Feasibility Study: The County completed the Mariposa Transportation Center and Active Transportation Feasibility Study in 2019. This study is Phase 2 of a three-part study, covering detailed plan and concept development. Phase 1, covering visioning and preferred alternatives, was completed in 2017. The transportation center project includes integrated multimodal elements including a rural-scale, multimodal transit center, wayfinding system, active transportation facilities, parking improvements, ADA, safety, and related elements. The project is guided by the following goals:

- Improve mobility, connectivity, and access to transportation services and amenities through multimodal parking facilities and active transportation (e.g., biking, walking, skating) connections to be useful to the largest array of users.
- Benefit the local economy by developing feasible and effective transportation, circulation and parking solutions while maintaining the important historical character of the community that underpins the local economy.
- Provide easy access to information regarding available transportation services to visitors and mobility-impaired segments of the population through a comprehensive wayfinding program.
- Focus on feasible solutions for improved access to transit, parking availability, and pedestrian and bicycle access using Complete Streets and Safe Routes concepts and incorporating measures to ensure ADA compliance.
- Establish a central transportation hub that streamlines transit in Mariposa, provides a positive first impression for visitors accessing the town via transit, and supports businesses in town.

Merced River Trail: The County is participating in preliminary planning efforts to expand and improve the Merced River Trail from Bagby into Yosemite National Park. Among other goals, by expanding access to the Merced River corridor, the project will facilitate community connections to and stewardship of a landscape that is typically experienced at high speeds in route to more recognizable destinations within the park's boundaries.

BICYCLE AND PEDESTRIAN ACTION PLAN

Improvements to the bicycle and pedestrian networks support achievement of the RTP performance targets. The bicycle and pedestrian action plan supports goals 3, 5, 8, and 9.

The bicycle and pedestrian action plan for Mariposa County includes both a financially constrained plan and a financially unconstrained plan. These plans are presented in **Appendix C** Tables C-5, C-6, and C-7, along with the objectives supported by each project.

Aviation

AVIATION FACILITIES

One public airport exists in Mariposa County. The Mariposa-Yosemite Airport, owned by the County of Mariposa, is a public general aviation airport located at 5020 Macready Way, Mariposa, California 95338. The airport covers an area of approximately 115 acres and contains one runway that is 3,305 feet long and 60 feet wide. Twenty-one single-engine and four multi-engine aircraft are based at the airport, and 9,558 annual operations were conducted at the airport for the twelve months ending June 13, 2019.

Mariposa-Yosemite Airport is in the Federal Aviation Administration's (FAA) National Plan of Integrated Airports System (NPIAS). The FAA grants NPIAS status to airports that have significance to the national system of airports. Because of their value to the system, the FAA provides federal grants to NPIAS airports to maintain and upgrade their facilities. The FAA has several grant programs that cover a wide variety of projects including capital development, routine maintenance, facility upgrades, and airport planning documents. The FAA's Airport Improvement Program (AIP) grant program pays 90-95 percent of a project's cost for general aviation airports.

The 2020 California Aviation System Plan (CASP) classifies Mariposa-Yosemite Airport as a regional general aviation airport. The 2021-2030 Caltrans Division of Aeronautics Capital Improvement Plan included the following projects:

- Airport Perimeter Fencing with Card Access Gate
- Analysis of Runway Cracks
- Design and Construction of Runway Crack Seal & Seal Coat Repair
- Runway Signing, Obstruction Lighting, and Vault Modification
- Self-Serve Fueling System
- Northwest Helicopter Parking with taxi lane

AIRPORT LAND USE PLANNING

The State Aeronautics Act, Public Utilities Code Section 21670 et seq., requires counties with public use airports to conduct airport land use compatibility planning. This function is typically handled by an airport land use commission (ALUC), but counties have the flexibility to develop an alternative process. Counties have the option of designating a single purpose entity, or another existing governing body, to serve as the ALUC. ALUCs have two functions: to prepare an airport land use compatibility plan (ALUCP) for each public use airport for its county and to review local agency land use actions and airport master plans.

The ALUC's authority is limited to land use compatibility and safety concerns within the airport influence area. Each airport's influence area is defined by the ALUCP or a default two mile radius around the airport. Every public use airport regardless of size must have an ALUCP. Guidance for airport land use compatibility planning and ALUC formation and function can be found in Caltrans Division of Aeronautics California Airport Land Use Planning Handbook, October 2011.

An update to the current Mariposa-Yosemite Airport Land Use Plan has been recommended by the Mariposa County Public Works Department and the County Counsel in accordance with Section 500 of the FAA/AIP guide. The current airport Comprehensive Land Use Plan and Airport Master Plan were both completed in 1995 and do not reflect significant changes since that time.



Mariposa-Yosemite Airport

AVIATION ACTION PLAN

Improvements to the aviation network support achievement of the RTP performance targets. The aviation action plan supports goal 4.

Short-Term Actions

Short-term actions for aviation in Mariposa County are defined in the airport's capital improvement program. The current Mariposa-Yosemite Airport Capital Improvement Program contains the projects listed in **Appendix C**, Table C-4.

Long-Term Actions

The following long-term actions are planned for aviation in Mariposa County. Further actions will be developed in conjunction with the update to the airport master plan and comprehensive land use plan.

1. Support increasing YARTS connectivity to the airport.
2. Support trail connections between the airport and Mariposa.
3. Increase marketing efforts to connect airport users to businesses in Mariposa.

Goods Movement

Goods movement in Mariposa County is mostly concentrated on State highways and some County roads. Goods movement via trucks is important for industries in the County listed in Table 7, notably mining, logging, and construction; manufacturing, and farms. Table 27 shows the most recent available truck volumes for selected state highway segments in Mariposa. Each of the state facilities carries significant truck volumes at various locations. The highest percent of truck traffic occurs on SR 140 and SR 49. Of the 14 segments in Caltrans data, only four had shares of trucks with three or more axles exceeding three percent, and only one segment exceeded five percent (9.5 percent) (Caltrans 2020 AADT Truck Traffic Counts). Caltrans reports truck traffic volumes annually; however, not all count locations are updated annually. Seasonal variations and short-term truck volume increases due to construction may not be reflected.

TABLE 27: MARIPOSA COUNTY 2020 TRUCK VOLUMES ON STATE HIGHWAYS

ROUTE	LOCATION (POST MILE)	TOTAL VEHICLE AADT	TRUCK AADT	PERCENT TRUCKS
SR 49	Madera/Mariposa County Line (0.33 O)	3,000	132	4.4%
	Mariposa Jct. SR 140 (18.50 B)	8,500	111	1.3%
	Mariposa Jct. SR 140 (18.51 A)	6,300	189	3.0%
	Coulterville, Jct. SR 132 West (44.67 B)	690	34	4.9%
	Coulterville, Jct. SR 132 West (44.67 A)	670	48	7.2%
SR 132	Coulterville, Jct. SR 49 (18.75 B)	870	35	4.0%
SR 140	Hornitos Road (9.50 B)	3,450	162	4.7%
	Mariposa, South Jct. SR 49 (21.22 B)	11,800	328	2.8%
	Mariposa, South Jct. SR 49 (21.22 A)	9,600	229	2.4%
	Mariposa, Jct. SR 49 North (22.00 B)	8,400	327	3.9%
	Mariposa, Jct. SR 49 North (22.00 A)	4,200	189	4.5%
	Briceburg Station (34.07 B)	2,500	278	11.1%
	Yosemite National Park (51.80 B)	2,800	132	5.1%

Source: Caltrans Traffic Census Program, 2020.

The use of Intelligent Transportation Systems (ITS) technologies and communication software by carriers and truck terminals can help drivers plan for the most appropriate routes through the county. Fleet management centers or contracted service providers can now electronically provide route plans, regulatory clearances, and weight fees. These types of technological advances have increased the efficiency of commercial operations. High truck volumes, especially on two lane roads such as SR 140, SR 41, and SR 49, contribute to travel delay by slowing traffic to less than desired speeds. The addition of truck climbing lanes, turn-outs, and/or passing lanes would help to reduce delays on these facilities. The *Caltrans District 10 Regional Concept of Transportation Operations and ITS/Operational Improvement Plan* (May 2017) includes a number of these improvements on state highways.

STATE HIGHWAY TRUCK NETWORKS

The 1982 Federal Highway Administration (FHWA) Surface Transportation Assistance Act (STAA) required states to allow larger trucks on the National Network, which is comprised of the Interstate system plus the non-Interstate Federal-Aid Primary System. Truck sizes to be accommodated include the following:

- STAA Truck with Single Trailer
 - » 48 feet maximum, or
 - » 53 feet maximum with kingpin-to-rear-most-axle (KPR) distance of 40 feet maximum (two-axle semitrailer) or 38 feet maximum (single-axle semitrailer).
- STAA Truck with Double Trailer
 - » KPR distance 28 feet, six inch maximum (each trailer)
- California Legal Truck with Single Trailer
 - » 65 feet maximum; trailers 40 feet maximum (two-axle semitrailer) or 38 feet maximum (single-axle semitrailer).
- California Legal Truck with Double Trailer
 - » 75 feet maximum with trailers 28 feet, six inch maximum (each trailer)

All state highways are assigned route classifications which designate the permissible truck size for the route. In Mariposa County, these are defined as follows: ¹

- SR 41: California legal only
- SR 49
 - » STAA terminal access route south of PM 30.7
 - » California legal only with KPR advisory north of PM 30.7
- SR 120: California legal only with KPR advisory
- SR 132: California legal only with KPR advisory
- SR 140
 - » STAA terminal access route west of PM 22.08
 - » Special restriction: no vehicles more than 45 feet in length east of PM 22.08 due to landslide
 - » 65 feet maximum with one trailer 28 feet, six inch maximum and the other trailer unlimited length.

The *California Statewide Parking Demand Study* (February 2022) identified a shortage of parking supply in Caltrans District 10 and provides strategies to increase truck parking capacity and better utilize existing infrastructure.

GOODS MOVEMENT ACTION PLAN

The projects discussed in the Roadway Network Action Plan will directly support improving goods movement in Mariposa County. The action plan supports goals 1, 7, and 8.

1
Truck Networks on California State Highways, Caltrans District 10, June 7, 2018



Intelligent Transportation Systems

Intelligent transportation systems (ITS) integrate information technology and communication technologies into the transportation system to maximize the efficient use of transportation infrastructure. The implementation of ITS technologies is aimed at improving safety and enhancing the capacity of the existing transportation facilities through more effective management and operation of the transportation system. The U.S. Department of Transportation advocates implementation of the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, state, and federal ITS applications. Caltrans provides road information for state highways online and via telephone, which is a simple example of an ITS system. Key ITS applications existing or recommended for Mariposa County include transit and traveler information (e.g., telephonic and Web-based travel information access), highway advisory radio, and automatic vehicle location for transit vehicles.

Caltrans District 10 released an Intelligent Transportation System (ITS) / Operational Improvement Plan in May 2017. This plan does not identify specific improvements for Mariposa County.

INTELLIGENT TRANSPORTATION SYSTEMS ACTION PLAN

The short-term and long-term actions below support goal 8.

1. Work with Caltrans District 10 to incorporate Mariposa County projects into the Intelligent Transportation System (ITS) / Operational Improvement Plan.
2. Work with Caltrans District 10 to update the Sierra Nevada ITS Strategic Deployment Plan.

Transportation Systems Management

Transportation Systems Management (TSM) describes a variety of strategies used to maximize the efficiency of the existing transportation system. Techniques used for TSM are generally low-cost measures to reduce travel demand or improve the utilization of existing transportation facilities. Strategies can include striping, parking improvements, signalization timing, and circulation alternatives to reduce congestion.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management systems focus on reducing or shifting transportation demand to off-peak hours to reduce the need for transportation system capacity increases, reduce congestion, and improve air quality. Telecommuting and working at home is a means of providing workers electronic access to employers from home. Increase in workers working at home due to technological factors as well as the COVID-19 pandemic (as shown in Table 12 and Figure 7) suggests that telecommuting is increasing in Mariposa County. However, broadband internet service in many areas of the county outside of population centers is slow, often via fixed wireless services or satellite.

MULTIMODAL AND INTERMODAL FACILITIES

Multimodal and intermodal facilities and services enable transportation users to switch easily between modes and support efficient use of transportation resources.

MCLTC completed the Mariposa Transportation Center and Active Transportation Feasibility Study in 2019. This study is the second phase of a three-part study, covering detailed plan and concept development. Phase 1, covering visioning and preferred alternatives, was completed in 2017. The plan envisions a rural scale transportation hub with flexible parking, transit options, active transportation choices, and wayfinding guides to facilitate the free flow of visitors and residents.

To encourage and enable multimodal trip-making, all YARTS buses have bicycle racks, though Mari-Go dial-a-ride service does not. The Mariposa-Yosemite Airport is within the Mari-Go service area and connected to the roadway system, but is not connected to active transportation facilities.

TRANSPORTATION SYSTEMS MANAGEMENT ACTION PLAN

The short-term and long-term actions below support goals 2, 3, and 8.

1. Encourage increased marketing efforts in Mariposa County to increase public awareness of transit opportunities.
2. Coordinate with Caltrans to identify and implement traffic flow improvements on state highways.
3. Improve and expand public transportation systems as feasible through the annual unmet transit needs process.
4. Develop and expand facilities to support the use of alternatives to single-occupancy vehicle driving including projects in the Bicycle and Pedestrian Transportation Plan and upcoming Active Transportation Plan, increased transit service, and the Mariposa Transportation Center.
5. Support organizations promoting broadband expansion to increase opportunities to work at home.

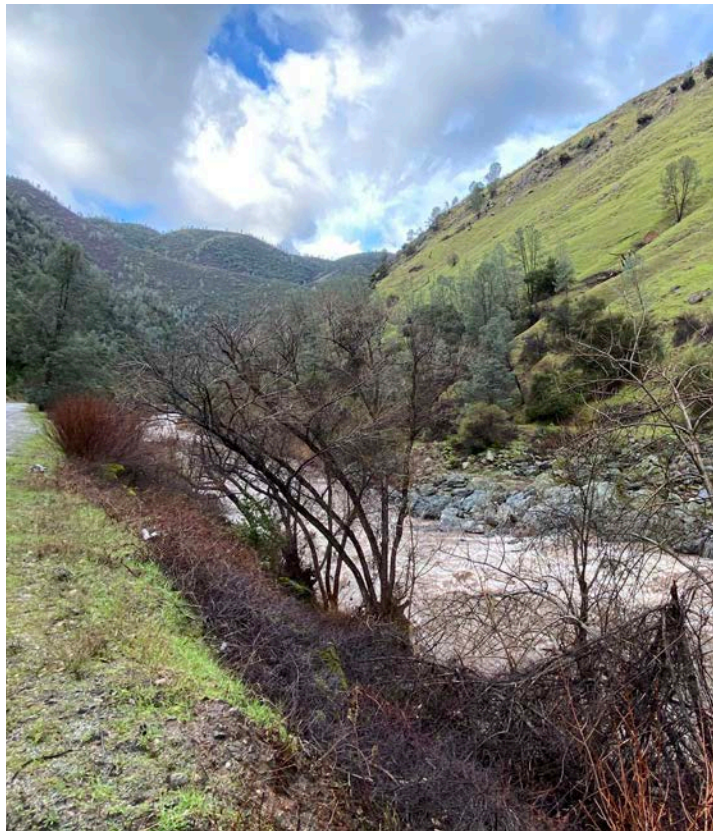
Air Quality and Greenhouse Gases

ENVIRONMENTAL SETTING

Mariposa County is located within the Mountain Counties Air Basin (MCAB). The MCAB includes Nevada, Sierra, Plumas, Amador, Calaveras, Tuolumne, and Mariposa counties and a portion of El Dorado and Placer counties. California air basin boundary designations generally cover areas that share similar meteorological and geographic conditions. The MCAB includes both the western and eastern slopes of the Sierra Nevada mountains, including much of the Sierra foothills.

In the foothills, regional airflow patterns are influenced by the mountainous and hill covered terrain, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. Inversion layers frequently occur, where warm air overlays cooler air, and traps pollutants close to the ground.

In the summer, the strong upwind valley air flowing into the basin from the Central Valley to the west is an effective transport medium for ozone precursors and ozone generated in the Bay Area and the Sacramento and San Joaquin valleys. These transported pollutants predominate as the cause of ozone in the MCAB and are largely responsible for the exceedances of the state and federal ozone Ambient Air Quality Standards in the MCAB. The California Air Resources Board (CARB) has officially designated the MCAB as “ozone impacted” by transport from those areas (13 CCR sec. 70500).



EXISTING AIR QUALITY CONDITIONS

The Environmental Protection Agency (EPA) has designated Mariposa County as “moderate nonattainment” for the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Nonattainment is due primarily to transport of pollutants generated outside of Mariposa County, primarily the San Joaquin Valley, into Mariposa County.

The standards are designed to protect the public from exposure to ground-level ozone. Ozone is unhealthy to breathe, especially for people with respiratory diseases and for children and adults who are active outdoors. The 8-hour ozone standard is based on averaging air quality measurements over 8-hour blocks of time. The EPA uses the average of the annual fourth highest 8-hour daily maximum concentrations of ozone from each of the last three years of air quality monitoring data to determine a violation of the ozone standard.

All of Mariposa County is classified as either attainment or unclassifiable for all other NAAQS.

GREENHOUSE GASES

More efficient vehicles and low-carbon fuel efforts being pursued at the state level will likely afford the greatest reduction in rural GHG emissions. The MCLTC will continue to support these efforts, including the expansion of electric vehicle charging stations within the county.

The State has goals to bring 1.5 million zero-emission vehicles (ZEVs) to California's roads by 2025 and 5 million ZEVs by 2030. The goal also encompasses the need for easy access to ZEV infrastructure to charge those vehicles. In 2018, Executive Order B-48-18 set a goal of having 250,000 chargers by 2025. For passenger vehicle charging in 2030, over 700,000 public and shared private chargers are projected to be needed to support 5 million ZEVs, a portion of which will need to serve medium- and heavy-duty vehicles¹. To contribute to statewide goals, Mariposa County may support planning for ZEV infrastructure. The *Central Sierra Zero Emission Vehicle Readiness Plan* (September 2019), developed for Tuolumne, Alpine, Amador, and Calaveras counties, provides region-specific ideas about ZEV readiness and plans for the deployment of charging stations.

The low density in most Mariposa County development creates challenges for meeting access and mobility needs via non-automotive modes. As with most rural counties, alternative modes are limited in Mariposa County and are not seen as a significant replacement to the automobile for economic, mobility, and geographic reasons. Additionally, walking and bicycling are more difficult in many areas of the county due to hilly topography. These factors and funding challenges similarly limit the availability of transit within Mariposa County. However, populated areas such as the Town of Mariposa, with concentrations of homes, businesses, government services, and other destinations in close proximity provide good opportunities for residents, workers, and visitors to walk and bike and use transit. The MCLTC will continue to support transit, pedestrian, and bicycle transportation.

¹
 1 Electric Vehicle Charging Infrastructure Assessment - AB 2127, <https://www.energy.ca.gov/data-reports/reports/electric-vehicle-charging-infrastructure-assessment-ab-2127>

AIR QUALITY AND GREENHOUSE GASES ACTION PLAN

The short-term and long-term actions below support goals 5 and 9.

1. Support continued expansion of electric vehicle charging station networks.
2. Encourage the use of alternative fuels and electric vehicles to reduce impacts on air quality as feasible.
3. Coordinate with the Mariposa County Air Pollution Control District on future air quality planning efforts.
4. Identify projects eligible for Congestion Mitigation Air Quality funds to reduce emissions and improve air quality.

Transportation Safety and Security

The transportation system must be safe as well as efficient for all users. Safety includes collision reduction, homeland security, and personal safety and security.

Roadway safety statistics were discussed in the Roadway Network Action Element. Some sections of state highway have higher collision rates than comparable sections statewide.

The Mariposa County Office of Emergency Services (OES) is responsible for the day-to-day administration of the County's disaster preparedness and response program. Per the California Emergency Services Act, the Mariposa County OES is responsible for directing the County's overall emergency response to natural disasters, man-made incidents, or acts of terrorism, in cooperation with local jurisdictions and agencies. The Mariposa County Local Hazard Mitigation Plan (2020) includes a detailed hazard identification and risk assessment for hazards that threaten the county. The Mariposa County Emergency Operations Plan (2018) provides a comprehensive framework for the management of disasters or emergency situations within Mariposa County.

The MCLTC's role in transportation safety and security consists of the following:

- Planning and programming transportation infrastructure improvements
- Serving as a resource of information on transportation system capacities and resulting level of services that might be experienced in relation to certain planned emergency responses
- Identifying opportunities to leverage resources for planning and construction of transportation infrastructure projects that can enhance transportation and security efforts
- Coordinating with Caltrans and local jurisdictions to identify safety and security concerns on key facilities and work to identify funding and implement solutions

TRANSPORTATION SAFETY AND SECURITY ACTION PLAN

The short-term and long-term actions below support goals 1, 4, and 8.

1. Work with Caltrans to implement projects included in the state route TCRs which will increase safety on state highways.
2. Work with the California Highway Patrol, Caltrans, and County agencies to increase public outreach and education and related enforcement initiatives that target high risk behavior issues that improve safety.
3. Implement projects in the Bicycle and Pedestrian Transportation Plan and upcoming Active Transportation Plan to increase safe bicycle and pedestrian access throughout the county.
4. Work with Caltrans to implement projects and plans for natural disaster evacuation routes.

FINANCIAL ELEMENT

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the Action Element. Additionally, the Financial Element defines realistic financing constraints and opportunities.

The Action Element calls for an extensive list of improvements over the period of the plan. As is true in many other areas of the state, there are not enough existing federal, state, or regional resources to fully fund all the improvements identified. Therefore, this financial analysis presents a constrained funding scenario made up of the revenue that is reasonably expected to be available from existing funding mechanisms over the horizon of the RTP, including projections of the future STIP and federal transportation funds. It also identifies unconstrained (unfunded) transportation needs.

Costs for planned projects have been calculated in year-of-expenditure dollars to account for estimated inflation. All State Highway projects programmed in the State Transportation Improvement Program are shown in year-of-expenditure dollars. The inflation rates were developed by Caltrans to reflect recent trends in the construction industry.



Estimate of Revenues

A key task in the preparation of a long-range transportation funding strategy is an assessment of revenue potentially available from existing federal and state programs and local sources. Table 28 summarizes the revenues available to support operations, maintenance, and projects to improve the Mariposa County transportation system in both the short and long terms. Estimates are consistent with the four-year STIP fund estimate.

TABLE 28: ESTIMATE OF REVENUES TO IMPLEMENT CONSTRAINED PROJECTS

REVENUE SOURCES	ESTIMATED REVENUES (\$1,000)		
	SHORT-RANGE	LONG-RANGE	TOTAL
Local			
Measure M - Transient Occupancy Tax (TOT)	\$10,950	\$21,081	\$32,030
Transit Income (Fares)	\$985	\$1,897	\$2,883
Transportation Development Act (TDA)	\$1,314	\$2,530	\$3,844
Local Transportation Fund (LTF)	\$109	\$211	\$320
<i>Subtotal</i>	\$13,358	\$25,719	\$39,077
State			
Regional Improvement Program (RIP)	\$6,460	\$12,438	\$18,898
SB1 Road Maintenance and Rehabilitation Account (RMRA)	\$21,899	\$42,161	\$64,061
Highway User Tax Account (HUTA)	\$20,804	\$40,053	\$60,858
<i>Subtotal</i>	\$49,163	\$94,652	\$143,817
Federal			
Highway Bridge Program (HBP)	\$43,799	\$84,322	\$128,121
Transit Formula Grants for Rural Areas - 5311	\$2,190	\$4,216	\$6,406
Airport Improvement Program (AIP)	\$1,642	\$3,162	\$4,805
<i>Subtotal</i>	\$47,631	\$88,538	\$139,332
GRAND TOTAL ALL REVENUE SOURCES	\$110,152	\$208,909	\$322,226
Source: Mariposa Public Works Department, 2023.			

Funding Programs

The passages of the federal Infrastructure Investment and Jobs Act and California SB 1 have improved the outlook for funding transportation maintenance and improvements in California.

At the national level, the federal gas tax has been unchanged at 18.4 cents per gallon since 1997, and thus has experienced a significant decline in real purchasing power. The Bipartisan Infrastructure Law (BIL), passed in 2021, covers fiscal years 2022 to 2026; however, though funding was provided through 2026, no increase to the gas tax was included, and funding shortfalls are likely to continue thereafter.

Federal Funding Programs

BIPARTISAN INFRASTRUCTURE LAW / INFRASTRUCTURE INVESTMENT AND JOBS ACT

On November 15, 2021, President Biden signed into law the BIL, more formally identified as the Infrastructure Investment and Jobs Act (IIJA). It provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband. The BIL reauthorizes several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, and rail programs.

The BIL provides more flexibility in funding decisions than the previous surface transportation spending bill, the Fixing America's Surface Transportation (FAST) Act. For example, a state may transfer up to 50 percent of Highway Safety Improvement Program (HSIP) funds made available each fiscal year to any other apportionment of the state, including the National Highway Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a state may transfer up to 50 percent of funds made available each fiscal year from each other apportionment of the state to HSIP.

A summary of important federal programs is provided below.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects on any federal-aid highway. In the past, this funding was authorized by the FAST Act, though it is now authorized through the IIJA, with the same goals as FAST Act funding. This funding may be used by states and localities for projects to preserve or improve conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for active transportation, transit capital projects, and public bus terminals and facilities. As under the FAST Act, the IIJA directs FHWA to apportion funding as a lump sum for each state and then divide that total among apportioned programs.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

The IIJA continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funds are directed to transportation projects and

programs that contribute to the attainment of maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under the provisions of the Clean Air Act.

Eligible CMAQ projects include public transit improvements, high occupancy vehicle (HOV) lanes; intelligent transportation infrastructure, traffic management and traveler information systems, employer-based transportation management plans and incentives, traffic flow improvement programs (signal coordination), fringe parking facilities serving multiple occupancy vehicles, shared ride services, bicycle and pedestrian facilities, flexible work-hour programs, outreach activities establishing Transportation Management Associations (TMAs), and fare/fee subsidy programs.

AIRPORT IMPROVEMENT PROGRAM (AIP)

The Federal AIP provides grants to public agencies and private owners and entities for the planning and development of public-use airports that are in the National Plan of Integrated Airport System and the Airports Capital Improvement Plan (NPIAS-ACIP). Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, AIP funds can be used on most airfield capital improvements or repairs such as runways, taxiways, airport signage, airport lighting, and airport markings.

BRIDGE INVESTMENT PROGRAM (BIP)

The IJA establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. Projects eligible for funding under BIP include projects to replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI); and projects to replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species.

CARBON REDUCTION PROGRAM (CRP)

The IJA establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from on-road highway sources.

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to the following:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program
- a public transportation project eligible under 23 U.S.C. 142
- the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies
- a project to replace street lighting and traffic control devices with energy-efficient alternatives
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- efforts to reduce the environmental and community impacts of freight movement

- a project that supports deployment of alternative fuel vehicles, including:
 - » acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - » purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities

FEDERAL LANDS ACCESS PROGRAM (FLAP)

The Federal Lands Access Program (FLAP) was established in 23 U.S. Code 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. Over the five years of the IIJA, the FLAP will receive over 14 percent more than the amounts authorized in the FAST Act (FY 2016-20). The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) FORMULA PROGRAM

The IIJA establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. The PROTECT Program includes both formula funding distributed to states and competitive grants.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The IIJA continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

SAFE STREETS AND ROADS FOR ALL (SS4A)

The IIJA establishes the new Safe Streets and Roads for All (SS4A) discretionary grant program, which supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives. The SS4A program supports the U.S. Department of Transportation’s (DOT) National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation’s roadways.

FEDERAL TRANSIT ADMINISTRATION (FTA)

The IIJA continues funding for transit, including the following programs:

Enhanced Mobility of Seniors & Individuals with Disabilities

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

Rural Transportation Assistance Program

The Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. States may use RTAP funds to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services.

The RTAP formula first allocates \$65,000 to each state and Puerto Rico, and \$10,000 to the Insular Areas of Guam, American Samoa, and Northern Marianas, and then distributes the balance according to nonurbanized population of the states. The national component is competitively selected every five years and is funded under a competitive cooperative agreement.

Grants for Buses and Bus Facilities Program

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. For Fiscal Year 2023, \$469.4 million in funding is available under the Grants for Buses and Bus Facilities Program.

State Funding Programs

ACTIVE TRANSPORTATION PROGRAM (ATP)

The Active Transportation Program was created in 2013 and consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The MCLTC completed the Mariposa County Bicycle and Pedestrian Transportation Plan in 2011. An update to this plan in accordance with the requirement of this program is underway and is expected to be completed in 2024.

AGENCY ON AGING

The California Department of Aging (CDA) administers programs that serve older adults, adults with disabilities, family caregivers, and residents in long-term care facilities throughout the state. These services are provided locally by contracted agencies. The Area 12 Agency on Aging, serving Amador, Calaveras, Mariposa, and Tuolumne counties, provides an online directory of transportation options for older adults and their families.

CALIFORNIA AIRPORT IMPROVEMENT PROGRAM (AIP)

The Caltrans Division of Aeronautics administers the Airport Improvement Program as specified in the IIJA. Once a Federal Aviation Administration (FAA) AIP Grant has been executed, the sponsoring agency may apply to the State for a 5 percent matching grant. To qualify for an Airport Improvement Program (AIP) Matching Grant, the project must be included in the most recently adopted Capital Improvement Plan (CIP).

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Caltrans administers the Highway Safety Improvement Program (HSIP) specified as part of the IIJA. This program uses cost-benefit ratios as a primary factor in the awarding of applications. Because the program focuses on roadway safety, projects with documented collision history – through frequency of collision but particularly collision severity – are typically ranked higher.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), INTERREGIONAL IMPROVEMENT PROGRAM (IIP), AND REGIONAL IMPROVEMENT PROGRAM (RIP)

The STIP is a five-year multimodal program that is funded through the State Highway Account and other sources. All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, sound walls, intermodal facilities, safety, and environmental enhancement and mitigation.

The STIP consists of two broad programs. Seventy-five percent of the funds available to the STIP are committed to the Regional Improvement Program (RIP). Projects to be funded from the RIP are selected by regional transportation planning agencies and are included in their Regional Transportation Improvement Programs (RTIPs). The RTIP may propose to program or reserve up to five percent of the county share for project planning, programming, and monitoring by the transportation planning agency. The remaining 25 percent of STIP funds will be available to Caltrans for state highways, intercity

rail, grade separation, and mass transit guideway improvements. This funding program is called the Interregional Improvement Program (IIP) and Caltrans list of projects will be known as the Interregional Transportation Improvement Program (ITIP).

LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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

PUBLIC TRANSPORTATION, MODERNIZATION, IMPROVEMENT, AND SERVICE ACCOUNT (PTMISEA)

Approved as Proposition 1B on the November 2006 ballot, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act includes \$4 billion for the Public Transportation, Modernization, Improvement, and Service Account (PTMISEA). Of this amount, \$3.6 billion is designated for public transportation projects that protect the environment and public health, conserve energy, reduce congestion, and increase mobility and access. Funds are distributed by formula based on population or revenue to transit operators for capital projects.

RURAL PLANNING ASSISTANCE (RPA)

RPA is state transportation planning funding included in a State Budget line item that is allocated annually by the Caltrans Office of Regional Planning (ORP) (via a population tiered formula) to the 26 rural RTPAs per PUC 99311.1.

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The SHOPP is a 10-year program developed by Caltrans for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the SHOPP are limited to capital improvements relative to maintenance, safety, and rehabilitation of State highways and bridges, which do not add capacity to the system.

STATE TRANSIT ASSISTANCE FUNDING (STA)

State Transit Assistance funds can be used for the operation of public transportation and transit capital purchases, but are subject to performance criteria for utilization for operating purposes. These funds are allocated to regional transportation planning agencies pursuant to Sections 99313 and 99314 of the Public Utilities Code. The 99313 funds are allocated based on population, and the 99314 funds are allocated based on transit revenues collected.

Local Revenue

GAS TAX REVENUE AND GAS TAX SWAP (GASOLINE EXCISE TAX SUBVENTION)

Gas tax revenues are generated through an excise tax on motor fuel imposed by the State of California. Gas tax funds are distributed to cities and counties formulaically to be used for street and road maintenance. Subventions are expected to continue for local jurisdictions based on existing formulas. After transportation bond debt payments, 44 percent of the gasoline excise tax is directed to local jurisdictions to support street and road maintenance. The state annually adjusts the excise tax to account for the decreased gasoline sales tax and maintain revenue neutrality. Thus, funds may vary year to year as consumption varies (due to economic conditions, fuel efficiency or other factors) and price varies (due to volatility of gas production and supply).

LOCAL TRANSPORTATION FUND (LTF)

Local Transportation Fund is a revenue source generated by 1/4 cent of the 8 1/4 cent retail sales tax collected statewide. Funds are apportioned to each county based on the amount of tax collected in that county. The MCLTC has the authority to allocate LTF funds for transit services, community transit services, pedestrian and bike projects, and roadways. In regions with less than 500,000 in population, funds may be used for streets and roads purposes if it is determined that there are no transit needs that are reasonable to meet.

TRANSIT FARES

Funds generated by passenger fares on transit services are used to help fund system operating costs. Under the requirements of the Transportation Development Act (TDA), fares must generate at least 10 percent of the operating revenue for transit systems in Mariposa County.

LOCAL TRAFFIC IMPACT FEES

Under state law local jurisdictions may impose fees on development to mitigate impacts on traffic generated by the new development on the road system.

COMPARISON OF PROJECTED EXPENDITURES AND REVENUES

Projected expenditures associated with the 2022-2047 Regional Transportation Plan must be constrained within the anticipated revenues. This section compares the short-term and long-term action plans for each mode with the anticipated revenues for the 2022-2047 timeframe. Revenues for roadway network capital projects and maintenance costs are compared in Table 29 below.

TABLE 29: PROJECT COST ESTIMATES (IN THOUSANDS)

	SHORT-RANGE FY 2022/23 - 2031/32	LONG-RANGE FY 2032/33 - 2046/47	TOTAL
Road	\$33,135	\$30,400	\$63,535
Bridge	\$24,750	\$60,500	\$85,250
Transit	\$3,500	\$0	\$3,500
Aviation	\$650	\$0	\$650
Bicycle & Pedestrian	\$8,800	\$0	\$8,800
Total Costs	\$70,835	\$90,900	\$161,735
Total Revenues	\$110,152	\$208,909	\$322,226
Surplus/Deficit	\$39,317	\$118,009	\$160,491

Source: Mariposa Public Works Department, 2023.

This table shows a surplus in both the short-term and long-term planning horizons. However, this surplus is primarily due to the limited number and scope of planned projects, not robust revenue. It is assumed that reasonably available forecasted revenue is sufficient over the entire planning period to fund programmed and planned improvements.

Potential Regional Revenue Options

Providing adequate funding for the actions recommended in this RTP will require a combination of funding mechanisms. Due to expected challenges at the federal and state levels, local jurisdictions will have to rely more heavily on their own resources. Described below are potential local funding programs that have been successful in other jurisdictions and are applicable for use in Mariposa County.

- **Local Option Sales Taxes:** These taxes have been instituted in several counties to fund transportation improvements. Future increases in traffic congestion and the limited amount of state funding available to implement needed transportation improvements may make this a viable option to Mariposa County residents in the future. Local option sales tax funding for transportation improvements has been approved by voters in many of the metropolitan counties. It appears that voters are generally receptive to such a tax, when the specific projects to be funded by the tax meet the needs identified by the voters.
- **Local Option Motor Vehicle Fuel Taxes:** These taxes can be implemented by a two-thirds endorsement of Mariposa County voters and an agreement between applicable agencies on the amount of tax and allocation of revenues.
- **Conditions of Development:** Conditions may be placed on proposed development, which contributes to a transportation system impact. A development may be conditioned to assist in the implementation of any improvement directly related to their development.
- **General Obligation Bond Measures:** Cities and counties may issue general obligation bonds payable through increased property taxes by a two-thirds majority vote of the general electorate. These bonds may be used to fund government services, including transportation improvements.
- **Benefit Assessment Districts:** This allows local governments to recover the costs of public improvements directly from property owners benefiting from the project(s). The assessment is based on the premise that the transportation improvement project(s) enhances the value of the affected property. Assessments are enacted according to a zone of benefit, with each affected parcel being assessed a specified dollar amount. The amount of revenue generated from an assessment district is dependent on the cost of its proposed public improvements.
- **Mello-Roos Community Facilities Districts:** This source of revenue provides for the issuance of tax-free municipal bonds by creating a special tax assessment district to repay the debt. Local jurisdictions may form the district and levy a special tax after two-thirds approval of the voters (or if uninhabited, two-thirds of the landowners) within the proposed district. Total revenues are dependent on the costs of proposed projects.



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APPENDIX A: REGIONAL TRANSPORTATION PLAN CHECKLIST

(Revised December 2016)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: Mariposa County Local Transportation Commission

Date Draft RTP Completed: April 7, 2023

RTP Adoption Date: TBD

What is the Certification Date of the Environmental Document (ED)? TBD

Is the ED located in the RTP or is it a separate document? Separate document

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?

Consultation/Cooperation

1. Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?
2. Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))
3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))
4. Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)
3. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))
6. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))

Yes/No	Page #
Yes	1
Yes	1, 51, 66
Yes	21, 51, 83
Yes	1, 41
Yes/No	Page #
Yes	38, App. B
Yes	38, App. B
Yes	2
Yes	2
Yes	2
Yes	2

7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	24, 31, 33
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	3
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	2, 38
10.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	2
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	28
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	2
13.	If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	NA	NA

Modal Discussion

		Yes/No	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	46, 79
2.	Does the RTP include a discussion of highways?	Yes	43, 53-59, 63
3.	Does the RTP include a discussion of mass transportation?	Yes	44, 67-69
4.	Does the RTP include a discussion of the regional airport system?	Yes	45, 73-74
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	44, 71-72
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	44, 71-72
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	NA	NA
8.	Does the RTP include a discussion of rail transportation?	Yes	51
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	NA	NA
10.	Does the RTP include a discussion of goods movement?	Yes	46, 75-76

Programming/Operations

		Yes/No	Page #
1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	47, 78
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	49-50
3.	Does the RTP contain a list of un-constrained projects?	Yes	App. C

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) (“Should” for RTPAs)
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))
5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) (“Should” for RTPAs)
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)

Yes/No	Page #
Yes	83
Yes	84
Yes	84
Yes	66, App. C
Yes	App. C
Yes	92
Yes	66
Yes	66
Yes/No	Page #
Yes	1
NA	NA
No	NA
No	NA
Yes	1
NA	NA

Environmental

1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?
4. Does the RTP specify mitigation activities? (23 CFR part 450.216(k))
5. Where does the EIR address mitigation activities?
6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
7. Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)

I have reviewed the above information and certify that it is correct and complete.

 (Must be signed by RTPA Executive Director
 or designated representative)

 Date

 Shannon Hansen

 Executive Director - MCLTC

APPENDIX B: PUBLIC OUTREACH SUMMARY & MATERIALS

Date: December 6, 2022

To: Jeannie Morvay-Clayton, Mariposa County

From: Sonia Anthoine and Rod Brown, AICP, PTP, RSP¹, Fehr & Peers

**Subject: Community Engagement Efforts for the Mariposa County Regional
Transportation Plan Update**



RS22-4183

Introduction

Public involvement is a major component of the transportation planning process. Every person in Mariposa County is affected by transportation and therefore is an important part of the transportation planning process and the Mariposa County Regional Transportation Plan (RTP) update.

Public input on transportation needs and concerns was solicited via an online survey and by in-person outreach at local events. Information about the survey and events and the input gathered, are summarized below. The results of this public participation will be used to help identify issues and solutions to be incorporated into the RTP update.

Online Survey

An online survey accessible from phones, tablets, and computers was created using the Microsoft Forms platform. The survey was publicized on the Mariposa County website, on Facebook, and at the Mariposa Farmers' Market as described in more detail below. Information on how to access the survey via QR code and web link were also mailed to every household in Mariposa County (roughly 7,850 households). Outreach materials are included in Appendix A.

The survey solicited input about how people travel in the county, what they like about travelling in the county, and transportation improvements they would like to see implemented. The survey also requested demographic information about the survey respondents. The survey had a three-month response period, opening in mid-August 2022 and closing late November 2022. 172 responses were received by November 27, 2022.

Demographically, most respondents were greater than 65 years old, and 67 percent identified as women. 73 percent of respondents live in the 95338 zip code (Mariposa, Bear Valley, Bootjack, and adjacent areas), and 6 percent live in the 95306 zip code (Catheys Valley and adjacent areas).



Concerns identified in the survey included the following:

- Respondents were most pleased by the general lack of congestion on Mariposa County roadways.
- Not feeling safe on roads in the County prevents respondents from walking and biking more.
- Respondents expressed lack of knowledge about the local transit/paratransit system (Mari-Go and Medi-Trans)
- Lack of connections to desired destinations and inconvenient scheduling prevent many respondents from using transit. Current transit riders identified the same issues.
- Drivers were generally satisfied by the condition of State highways but dissatisfied by the condition of local roads. They were also concerned about safety on State highways.
- Pedestrians had concerns with missing sidewalks and uneven sidewalks, overgrown vegetation, or missing curb cuts.
- Bicyclists were concerned by the lack of bicycling infrastructure, poor road and shoulder conditions, the lack of respect they receive from drivers, and a lack of secure bicycle parking.
- Respondents with children attending local schools felt there were insufficient safe bicycling and pedestrian routes for students to get to school.
- Respondents were willing to pay more for better transportation facilities.
- Respondents were concerned by air pollution and greenhouse gas emissions.
- General comments included:
 - Desire for more streetlights
 - Desire for more bicycle and pedestrian facilities, including trails
 - Desire for better transit services
 - User approval of Medi-Trans services

Detailed survey results are provided in Appendix B.

Farmers' Market Booth

To meet people where they are, rather than requiring them to come to meeting specifically for the RTP update, project staff hosted a booth at the Mariposa Farmers' Market on August 24, 2022, and October 26, 2022. These events provided the opportunity for engagement from a broader cross-section of the public than that which would attend a typical project-specific public meeting. Materials used in the booths, including posters, handouts, and comment cards, are included in Appendix C.



Mariposa County RTP booth at the Mariposa Farmers' Market (August 24, 2022).

At the booths, Mariposa County and consultant staff discussed the RTP update process with the public, solicited input through voting on priority posters comment cards, and directed the public to the online survey. Across the two dates, staff had interactions with approximately 40 people. Top concerns identified during these events included:

- Improved pedestrian facilities were requested by several attendees, especially in and surrounding the town of Mariposa.
- Transit users were pleased by YARTS service and its employees; however, fees were considered by some to be cost-restrictive.
- Bicyclists desired "Share the Road" signs on highways and other major roads.
- Lack of guardrails on outside curves of facilities with big drop-offs and lack of shoulders on several major roadways were identified as serious driving issues.
- Roundabouts were suggested for intersections in the town of Mariposa.
- More turnouts or passing lanes for bicyclists and other vehicles were suggested near Triangle.

The materials provided at the farmer's market and comment notes are provided in Appendix C.

Appendix A: Outreach Materials

Survey Notice



Survey Respondents Needed: Tell us what you think about transportation in Mariposa County!

The Mariposa County Local Transportation Commission is updating the Regional Transportation Plan. The Plan is a document required by California State law that includes policies, actions, and funding strategies designed to maintain and improve the regional transportation system within the County.

You can help by taking the Mariposa County Regional Transportation Plan survey. Your participation will help determine and prioritize future transportation improvements throughout the County.

In the survey, you can tell us things like:

- What do you like most about transportation in Mariposa County?
- How do you feel about the current condition of local roads?
- Do you feel safe and comfortable walking or biking within the County?
- Do you use the bus to get around the County?



To take the survey, please visit <https://bit.ly/MCRTP22> or use the QR code.

Thanks for your help in planning the future of transportation in Mariposa County!

For more information please contact:

Jeannie Morvay-Clayton, Mariposa County Department of Public Works
Phone: 209-966-5356 x156 Email: jclayton@mariposacounty.org



County Website Posting



Mariposa County Regional Transportation Plan Update

The Mariposa County Local Transportation Commission is updating the Regional Transportation Plan. The Plan is a document required by California State law that includes policies, actions, and funding strategies designed to maintain and improve the transportation system within the County. The plan covers all modes of transportation, including driving, walking, biking, and transit.

The County is seeking public input for the plan. **You can help by letting us know your thoughts about transportation in the County.** We want to hear your thoughts on topics such as:

- What do you like most about transportation in Mariposa County?
- How do you feel about the current condition of local roads?
- Do you feel safe and comfortable walking or biking within the County?
- Do you use the bus to get around the County?

There are two ways you can give us your input:

- **Attend the Mariposa County Regional Transportation booth at the Mariposa Farmer's Market!**
 - When: Wednesday, August 24, 2022, 5:00-6:30 PM
 - Where: Mariposa County Farmer's Market, 5029 Stroming Road, Mariposa
 - We will have posters describing the plan process and maps of local transportation infrastructure to give your input
- **Take the Mariposa County Regional Transportation Plan survey**
 - Visit <https://bit.ly/MCRTP22>
 - Take the online survey to let us know your thoughts on driving, walking, biking, and taking the bus by *November 4, 2022.*

Information about the plan will be posted on this page as the plan is developed. Please come back to stay informed about the process and how you can stay involved. A high-level schedule for the plan is below.

Summer & Fall 2022: Public outreach, data collection, and analysis

Winter & Spring 2023: Prepare, present, and review the draft Regional Transportation Plan

Summer 2023: Incorporate inputs and release the final Regional Transportation Plan

For more information please contact:

Jeannie Morvay-Clayton
Mariposa County Department of Public Works
209-966-5356 x156
jclayton@mariposacounty.org



Facebook Post

Tell us what you think about transportation in Mariposa County!

The Mariposa County Local Transportation Commission is updating the Regional Transportation Plan.

Let us know your thoughts about transportation in the County two ways:

- **Visit us at the Mariposa Farmer's Market**

Give us your thoughts in person!

Wednesday, October 26, 5-6:30 PM

5029 Stroming Road, Mariposa

- **Take the Survey!**

Visit bit.ly/MCRTP22

or scan the QR code



Mariposa County
Regional Transportation Plan





Postcard Mailer



WHAT MOVES YOU?



The Mariposa County Local
Transportation Commission is updating
the Regional Transportation Plan.

Help determine and prioritize future
transportation improvements
throughout the County by
sharing your thoughts today.

To take the survey,
please visit:
<https://bit.ly/MCRTP22>
or scan the QR code





Mailer Notice

Tell us what you think about transportation in Mariposa County!

The Mariposa County Local Transportation Commission is updating the Regional Transportation Plan. We want your thoughts on transportation in the County so we can best serve your needs!

Check your mail the week of October 17th - 21st for information on how to access the 10-minute survey.

Can't wait? Take the Survey now!

Visit bit.ly/MCRTP22
or scan the QR code



Mariposa County
Regional Transportation Plan

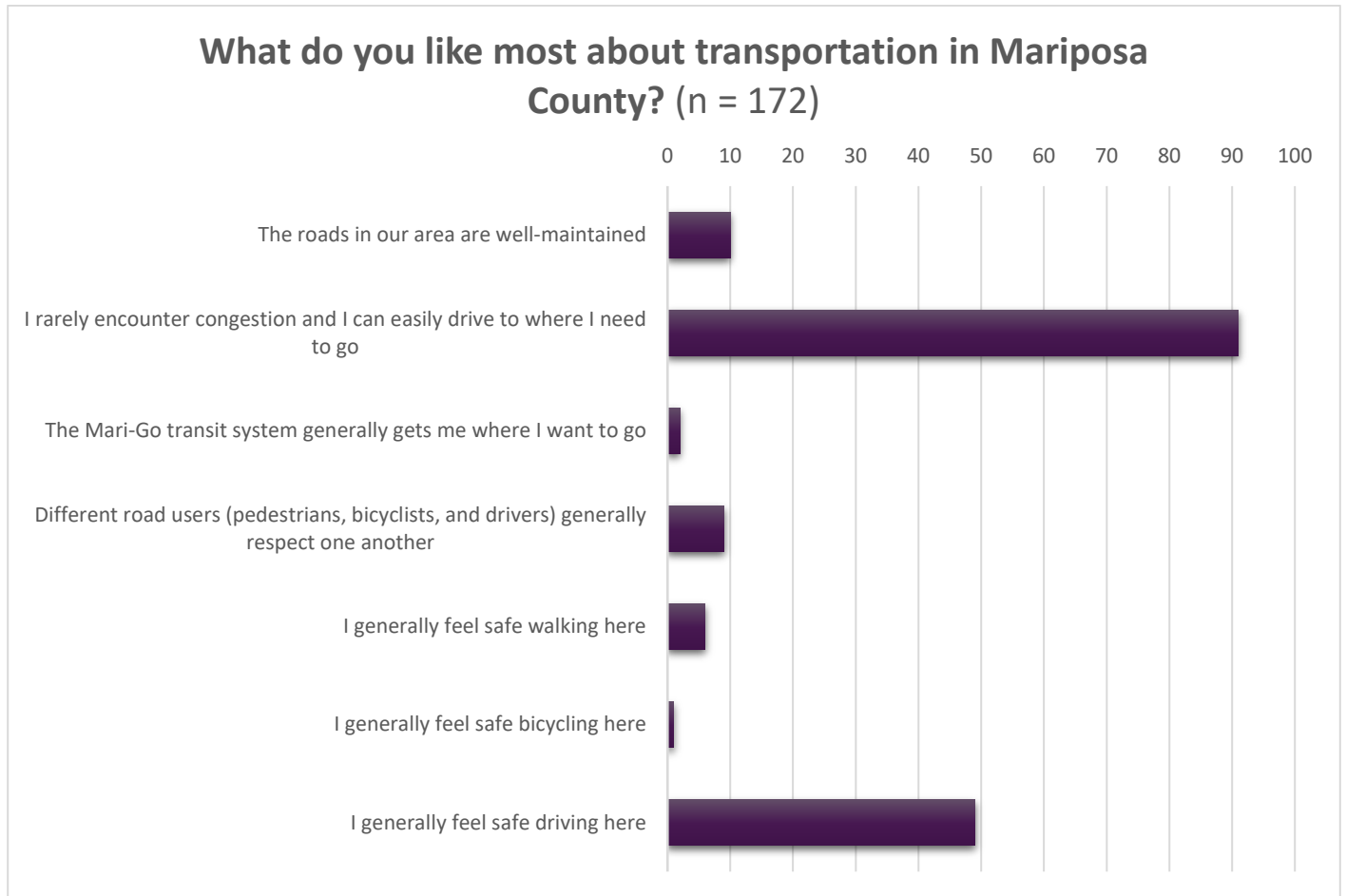




Appendix B: Online Survey Results

Responses collected August 17, 2022, to November 27, 2022.

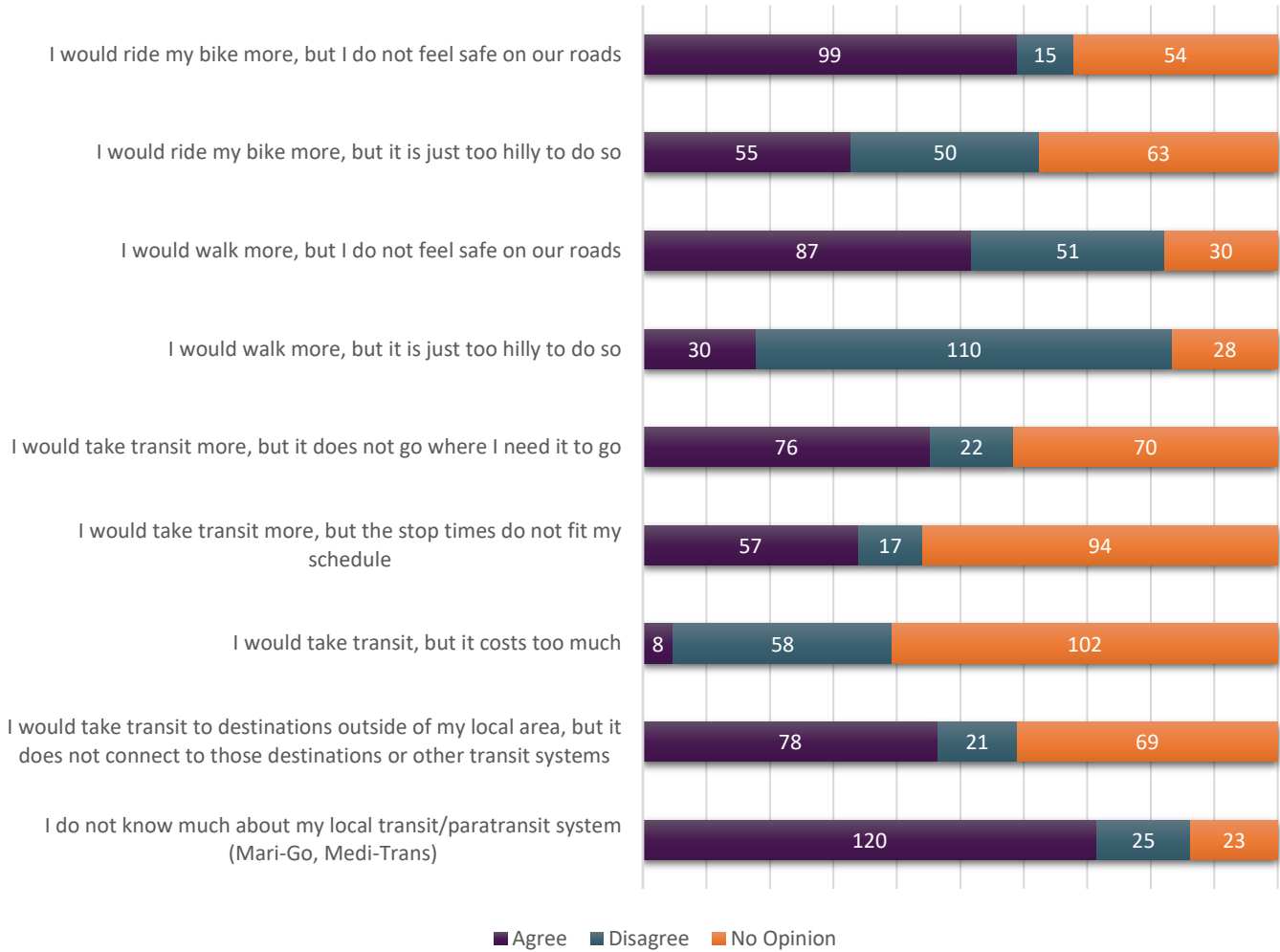
Responses





Barriers to Getting Around (n = 172)

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%





Please list any other barriers to getting around not listed above.

- They need bigger ADA vans more drivers weekend service
- Senior have parking issues with the Farmers Market.
- Lack of sidewalks in/around town and lack of public transit directly between Mariposa and Fresno are the biggest issues. Bike lanes or dedicated bike & walking paths would be amazing but obviously more difficult/expensive...
- I am very disabled.
- length of time to get places on public transit is a barrier. Concerns about cleanliness - pandemic related and just other people generally.
- You have to adjust to their times only.
- West Whitlock Rd. One land and people drive to fast to walk since it was paved and ride bikes.
- First question assumes one of these choices is appropriate for everyone. How about none of the above or remove the mandatory requirement to answer. Inconsistent scheduling. Lack of transport options outside of the town. Lack of information on available transport (don't have FB, nor will I). Buss too small & can't bring service animal. Nothing after 5pm or on the weekends when it's needed the most. Cost prohibitive for a simple trip to town and back home for groceries that I can barely afford now.
- TRansporation is not available other than YARTS and this is not easy to use. For example, to get to fresno relatively impossible. any need to get to the Emergency room or other requires ambulance or availability of a friend.
- I live in El Portal
- I love taking Yarts but have been burned so often by my connections running late and getting stranded. Or making plans to go to Fresno and then realizing the bus no longer runs for the season. We need better transit!!!
- I appreciate having YARTS
- I would buy an electric vehicle but there aren't enough charging stations. Bike lanes or separate bike trails would improve safety.
- El Portal roads are in terrible condition. And there's really only one road - Foresta Rd. YARTS has poor sets of times to get from place to place.
- Horrible roads - greatly in need of road maintenance or replacement.
- I had no clue about a transit system in mariposa
- I hate bicyclist on our roads, there is no room and they cause unsafe conditions
- Many roads are poorly maintained with potholes and bumpy patches. Most roads do not have a shoulder for bicycles, or like the recent Hwy 49 RE-paving the shoulder is now dangerous for bikes because so many rocks guile up in it. The county no longer mows down the weeds along the highway, creating increased fire hazard for all
- Few and inadequate sidewalks. Many roads too narrow with no safe shoulders for bike riding.
- Dogs, shoulder overgrowth, poor road markings, poor visibility (overgrown foliage), poor road surfaces
- My neighborhood Roads not maintaine; Not enough sidewalks to walk on in town;
- Roads are naturally dangerous for bicycles.



- Lack of regularly scheduled public transit on a daily basis. Complete lack of speed enforcement on roads.
- lack of safe bike trails along major thoroughfares, e.g. between Ponderosa Basin and downtown Mariposa
- There are no regular schedules in our area. Unless you drive, you cannot get to nearby communities for groceries or small hardware, education (college), medical clinics, senior meals served at restaurant, etc.
- Better bike lanes and shoulders along county roads to enable walking and riding bikes. Rural roads are death traps for walkers and cyclists whether for travel or recreation. Lower speed limits on county roads would only slightly affect drivers but would make them MUCH safer for other users.
- No shoulders on most county roads for walking or cycling. Stupid rumble stripes on 49 and 140 make cycling much more hazardous than before they were put in. I know a lot of cyclists who have sadly given up riding in our county because of the rumble stripes.
- County roads not maintained and unsafe like Indian peak with too much brush on sides of the road and constant pot holes and cold patch on the road doesn't last
- The first question is a bit loaded. There are many things I like and are barriers. Aggressive drivers on County roads are a barrier.
- Cost of gas
- chronic driver vacancies due to high turnover, non competitive pay scale, lack of affordable housing and working conditions.
- Need a Yarts bus stop at Fish Camp Market. Also a bike path from Fish Camp to the South Gate
- Simple, several times each day, transit round trip to Oakhurst, Merced, Fresno.
- I use a wheelchair
- There are very few hiking trails outside Yosemite
- Northside needs more attention
- There is limited public transit in Mariposa. There is 1 taxi.
- It does not serve the north side at all! This is a huge disparity in our county.
- Don't want to use public transportation
- Cost of gas
- No bike lanes
- Safe and accessible sidewalks
- Lack of sidewalks
- I must use a walker and even so, I can't walk fast or run. Our town is very hard to navigate with a walker or wheelchair. I suggest you try it!
- Roads are in bad shape; bridges need to be replaced and updated desperately!
- I am not sure which areas of Mariposa these questions refer to. For example, I feel generally safe walking in some areas of the town of Mariposa, but not all. I don't really think of Mariposa as having a "transit" system, but I suppose YARTS, Mari-Go, Medi-Trans are what you mean? And by "getting around" do you mean across the entire county? Or just in the town? Sorry, I am getting too confused to be helpful.
- Yarts is not reliable at all.
- Impassable muddy roads.



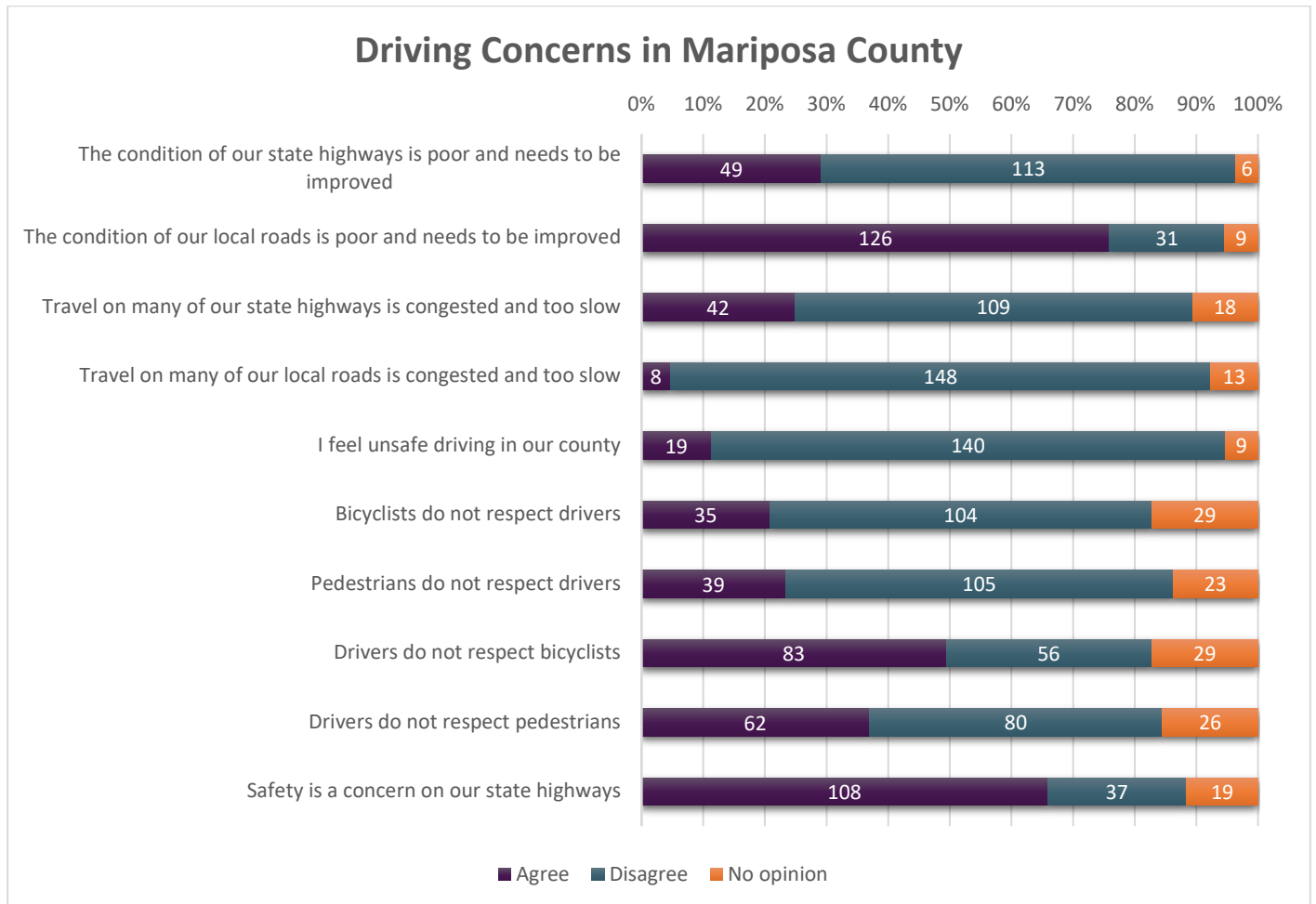
- I live in Midpines and have a difficult time driving on the unpaved parts of Colorado Rd and Sherlock Rd. I've lived in Mariposa for over 40 and don't understand why these have never been paved!
- Transit to medical appointments out of the area are limited (ie Merced) are extremely costly if a patient need wheelchair accessibility (between 250 and 600 per round trip and medicare doesn't reimburse or cover cost
- The layover time between YARTS and Amtrak is too long, which makes using YARTS to catch a train very difficult. Also, there should be a way to get to the Fresno Airport (FAT) from Mariposa.
- Mari-Go does not go outside the area. I typically need to go to the Mariposa AMTRAK or Fresno Airport stations
- I would use the Yarts bus more often if it went to- from Yosemite VC to Fresno airport year round!
- My car & vision are on last legs. I would like to be able to catch a transit that goes across 49S btwn Mariposa and Oakhurst and back. I use Yarts as can to reach and return from Merced, or Fresno via Oakhurst.
- I would prefer a designated walking and biking path that connects different areas
- not sufficient population to support Public transit
- I am not a transit user and unlikely to be in near future. I am lucky to be able to drive myself. I almost always find most transit systems inconvenient to use because of routing and timing. Question one should be setup as Yes/No.
- would like more bike paths as well as walking paths
- No sidewalks. No school bus stop nearby. Not enough school busses, routes can take hours.
- Roads are too narrow for safe biking.
- Safety while walking in areas with traffic to encampments near Human Service building and along the creek.
- We need more public transportation options - more busses! - and ones that connect to other options
- Staffing issues, fixed route contractor alters and misses schedule frequently
- Drivers driving too fast. No posted speed limits. No enforcement.
- Mari-go Fresno transit scheduling window requires very large advance scheduling. The whole Mari-go team is incredibly helpful and accommodating whenever they are able. It has been a real blessing to have.
- Drivers are not respectful of cyclists. The sidewalks in downtown are not pedestrian friendly and need to be improved on ALL streets.
- We are rural so driving is a must.
- It is not easy to locate transportation accommodations and available options. They should be advertised much more and in places that folks can see & easily access.
- Individuals that live out of town area such as Bootjack, Ponderosa Basin and Bear Valley need a route to assist them in coming to get groceries or visit the pharmacy.
- Potholes and excessive patching without re-pavement. Example: Old Toll Rd
- no safe bike or pedestrian trail to fairgrounds from or to town center
- Mad wife
- Too far
- The lack of shoulders for walking in rural areas is a huge deterrent for me.
- Distance-- both from origin to destination (for walk/bike) and to collection points (for transit); frequency of routes to help with the unpredictable; and a general preference for a personal vehicle



- Road Maintenance such as pulling ditches, cleaning out culverts, and grading prevents usage of some roads without 4 wheel drive. Other paved roads are so rough they reduce desire to travel down certain roads.
- It's not safe to walk or ride bikes in Mariposa County because the shoulders are too narrow, people drive too fast and cross the yellow and white lines way too often.
- It does not feel safe to take longer transit trips, because of possible exposure to covid or flu.
- Congestion during summer months



The following questions about driving were only provided to respondents who said they drove in Mariposa County (n = 169).



Please list any other driving issues not listed above.

- some dirt roads need grading
- Roads are not repaired adequately so the craters continue to come back in the same places. Shoulders are not large enough to allow for safety on many roads - especially with semi truck traffic on many of our roads. I would like people to slow down for wildlife as well. Not sure how this can be addressed in the transit plan. Mariposa has significant wildlife that is part of its tourism draw and resident enjoyment. Tarantulas, snakes and migratory butterflies are among the species threatened by speed and careless driving. Dirt roads are also an air quality issue. People drive fast on them kicking up large amounts of dust. While I don't want a paved road, it could be helpful to explore other safe, non-toxic alternatives to keep dust down or modify the roads with traffic circles.
- J-walking, people not using turnouts not enough passing lanes.
- East Whitlock from Colorado to West Whitlock the road needs replaced. Speed limits posted E Whitlock and W Whitlock



- Poor driving habits. Passing on the right illegally at unmarked turns such as Woodland. U-Turn in business districts illegally. Passing on solid line separated highways illegally. Crossing center divider because they are on the phone! Most are issues with lack of proper law enforcement and old roads not designed for today's traffic and impatient drivers.
- People pull out onto highway 49 south from side roads and then do not accelerate to the speed of traffic, which is 55. This causes dangerous conditions meaning that oncoming traffic must brake to avoid the slow going vehicle.
- Drivers speed all the time. Cars are getting more and more dangerous as they get bigger and heavier. People are forced to drive until they are very old and shouldn't be driving anymore as a result of lack of transportation options
- The rumble strip between lanes is a good safety feature
- Too many construction and road closures
- People pass very unsafely on HWY 140 between Mariposa and El Portal.
- ROW areas are not maintained and greatly impacted by invasive weeds and vegetation - not only along the roadside, but also impacting line of sight.
- Bikes should not be on our highway,
- See issues listed on prior page
- Poor visibility (overgrowth), potholes, poor road markings, drivers crossing over the centerline, loose animals, wild animals, icy conditions
- Neighborhood roads are not locally maintained and not all of the neighbors can afford to pay for the road maintenance
- Roads and highways are too narrow for bicycles
- Inadequate infrastructure for safe walking and cycling.
- lack of lights at intersections between Hwy 49S and roads intersecting it (e.g. Triangle Rd, Chowchilla Mt Rd)
- Slow drivers seldom use turnouts. This should be enforced more.
- Too much speed. Speed on local roads should be reduced countywide unless posted otherwise. The 55mph default limit is too fast for a majority of our roads. People passing on double yellow is seriously out of control.
- Parmabelle road needs more than just patch job...please repave
- Driving is easy (too easy) here except when there is road construction. I miss when the rural county roads were better for mixed use
- Many motorists are just fine, but the percentage of drivers who obviously despise cyclists being legally on the road is higher here at home than other places my wife and I ride around the state.
- County roads like Indian peak poorly maintained and narrow causing drivers to drive in oncoming lane which is unsafe!
- lack of passing lanes in enforcement of slow driver laws.
- Not enough room for bikes and pedestrians on sidewalks. I try to be safe when passing them but it would be better if the shoulders were wider.
- Bike lanes on our state highways are inconsistent and often non-existent or too narrow to be practical.



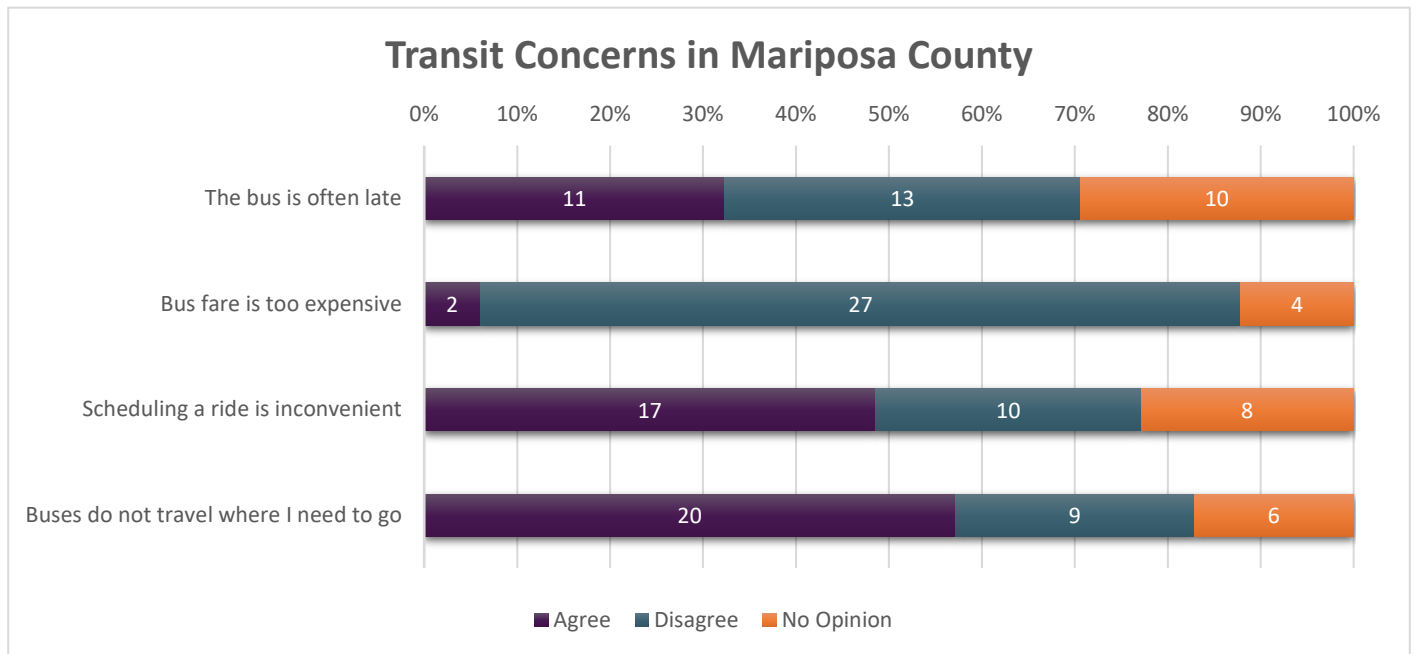
- The stupid curb things they put in on hwy 140.
- There are very few roads with paved shoulders
- There should be barriers on the William cell bridge so people can not jump off of it
- The well traveled roads such as Merced Falls road are in poor conditions.
- Easement roads are abominable . There 3-10 homes on every road paying taxes yet not getting care.
- NEED BIKE LANES PLEASE
- Drivers are not aware or understanding of bikers or peds and many blind curves where driver would not expect a biker or walker there.
- Hwy. 41 needs to be improved immediately! It needs more 4 lane sections!
- intersection of 49south and hwy140 with stop sign is significantly more congested then when there was a yield.
- The main drag is often congested with long delays even without construction occurring. I have seen Teslas coming into town near Spring Hill school site, passing cars on the downhill and crossing the double yellow lines due to their rush to get places. I was outraged but had no phone with me or license plate number, only a blue Tesla car.
- Colorado Rd and Sherlock Rd need to be paved!
- recent drivers traveling excessive speeds ...75mph and above
- Pedestrian and bicycle safety is an issue on state highways with inadequate shoulder
- Speeding - on 49S and 49N especially.
- Please teach pedestrians how to walk facing traffic on road shoulders.
- Lots of roadwork - it takes a long time to travel when there's one-lane & flagmen.
- People drive too fast. Nobody obeys the speed limit, going well over 10 mph faster consistently.
- New crosswalks block the view of pedestrians in crosswalks at the curb and it seems like pedestrians are just walking out in traffic because of the blocked view (poles, columns ect.)
- We need more public transportation options
- Inconsiderate drivers
- Roads and people are variable
- Speeding in residential areas. I live on Jones and even the cops speed! We don't have sidewalks and I'm out walking with two babies and a dog
- Should have had a "none of the above" choice in question #1
- All individuals need to follow the rules pedestrians, drivers of vehicles and motor cycles and bicyclists.
- Our state highways and local roads have narrow shoulders- dangerous for bicyclists and pedestrians, especially at nighttime without proper reflective clothing and/or lights.
- Drivers do not respect motorcyclists
- Some slow vehicles do not use turnouts; some drivers don't keep right in passing lane
- Some roads in the county could be improved (I'm looking at you, Buckeye!), but not all roads in general. Many of our roads in the county are in great shape!



- Maybe it is just me, but we need barriers on the 49 when u can just roll right off the mountain if a deer jumped in front of you. Also, Whitlock needs work. In an emergency situation getting out on west Whitlock would be a nightmare. Both west and east Whitlock need to be resurfaced. It's good up to Colorado but then it's bad. I think this is important because of fire crews access if God forbid we have a repeat of telegraph fire.
- Left hand turns across double yellow lines to enter into personal or business rural driveways.
- "Slow traffic must use pull outs" is not understood by tourists. This needs to be insisted upon for those of us commuting and not on vacation
- Safety concerns due mostly to curves and high consequences for mistakes.



The following questions about transit were only provided to respondents who said they used transit in Mariposa County (n = 35).

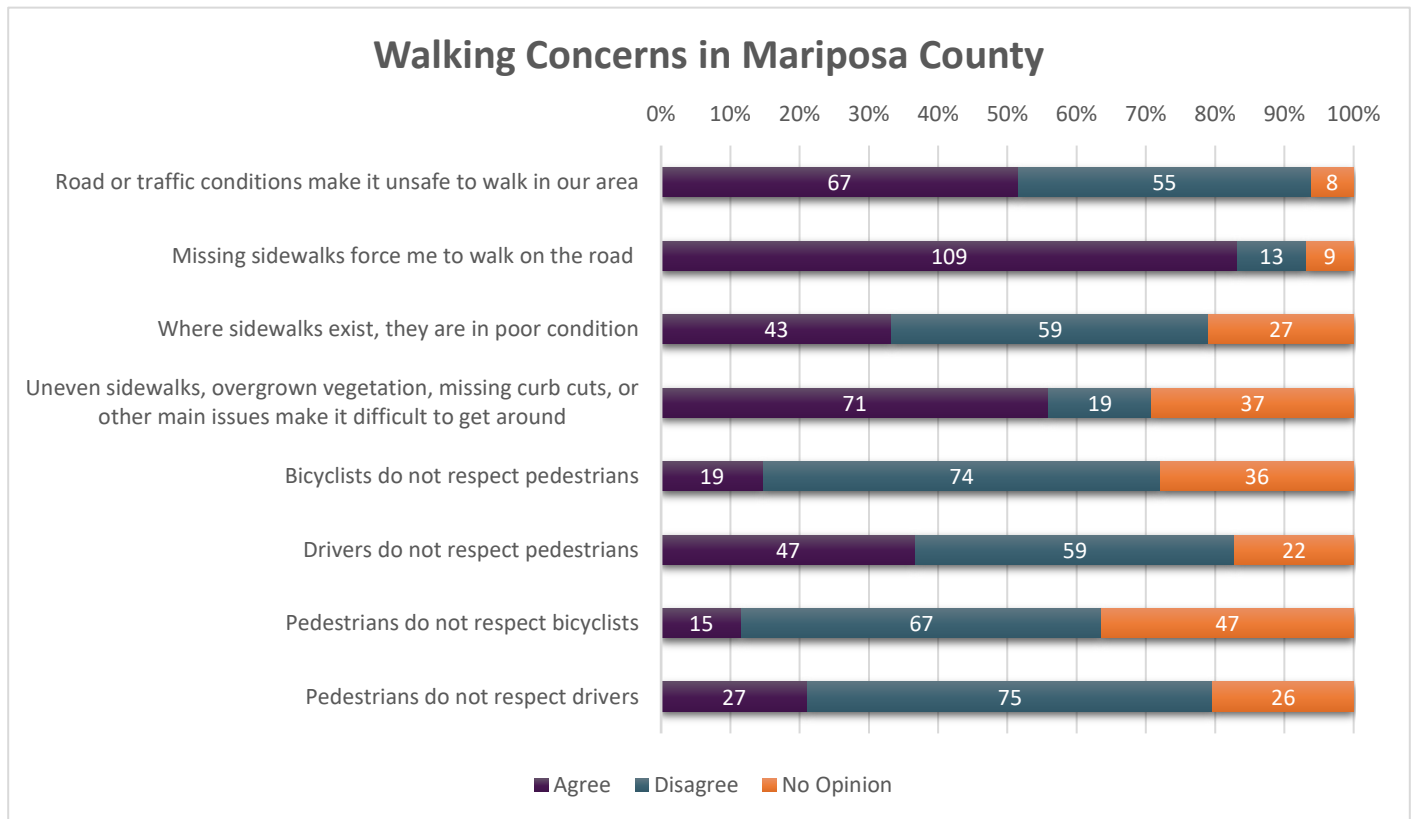


Please list any other bus issues not listed above.

- the vehicles that are used are not designed to be driven on rural roads.
- Buses need to run more frequently and consistently! It's very hard to rely on buses when they are so infrequent.
- Bus takes too long
- Transportation to and from Yosemite as an employee is needed when the park is closed as employees are still required to work.
- Would be nice to have more YARTS service (to Oakhurst?)
- The schedule of Yarts to Merced doesn't meet all the times I would like to be able to use it more frequently. I would also like a frequent route to Oakhurst and Fresno.
- I've not been able to figure out how to use the Mari-go bus. Used it a couple of times after eye surgery, was hard to schedule.
- I would use charts more if you're around they traveled from Yosemite visitor center to Fresno airport.
- smaller buses?
- It would be nice if YARTS & the badger pass bus could coordinate times. The badger pass bus gets to the Valley after the last YARTS bus has left!
- More bus connections to the Fresno airport would be helpful, and a regular Wawona - Yosemite Valley Run too
- Yarts drivers are rude and unprofessional
- I don't commute and take the bus as much as I used to



The following questions about walking were only provided to respondents who said they walk in Mariposa County (n = 131).



Please list any other walking issues not listed above.

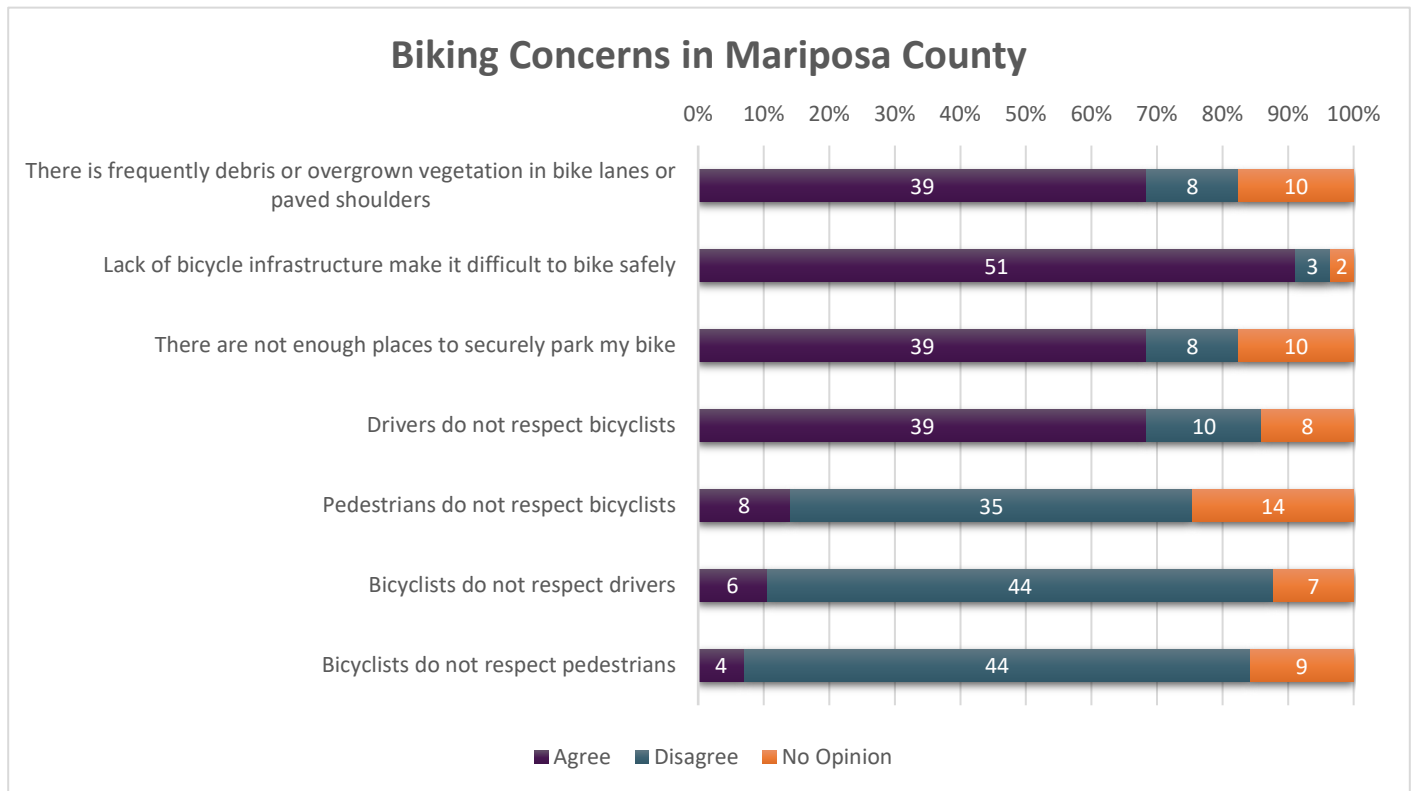
- Outside of town, there are no sidewalks at all. I see people walking on main feeder roads for exercise walking in the road because there is no trail system or adequate shoulder. It is dangerous. Fortunately, the low volume of traffic helps make walking safer, but all you need is one texter to not pay attention.
- Walking is generally done on hiking trails and not on roads.
- What does pedestrians do not respect drivers mean?? Actions of people walking and biking are the result of the infrastructure they are using, not about whether they respect each other. If a pedestrian confidently enters a crosswalk and a car is forced to stop, does that mean they are not respecting the driver? It's called right of way, and it's typically the pedestrian 's. With bicycling, conflict is also typically a result of infrastructure. Bikes riding on the sidewalk because the streets are unsafe would be the main conflict reason.
- Sidewalks in El Portal would be really nice. Even narrow ones that only fit one person.
- Drivers drive too fast and don't stay in their lane
- Loose dogs
- There not enough sidewalks in Mariposa County town. It is unsafe to walk especially on highway 49 north where there are local businesses.
- lack of shoulders and overgrown vegetation along with drivers at unsafe speeds make any alternative forms of transport unsafe.



- Cars drive too fast when passing pedestrians.
- Walking along our rural roads is near-suicidal due to driver disrespect, high speeds, and the absence of shoulders, but I do it anyway. (It is safer in town but sidewalks are weirdly inconsistent, requiring walkers to choose between crossing a road in the middle of a block without a crosswalk, or continuing on a road or shoulder. The trails (creek walk, reservoir trail) are VERY nice but the connections to them need work.
- Some drivers disrespect pedestrians and bicyclist and create over all safety hazards. These are generally related to speed and or aggression. Pedestrian's can hear these drivers coming and step into the weeds it is more difficult for bicycles to get completely off the road.
- Blind corners, loose dogs
- shrubery (including poison oak and high weeds that could hide a rattlesnake) allowed to grow along road medians and even into edges of roads, forcing people to walk in center of roads
- Crosswalks and sidewalks on 49
- The town of Mariposa needs more sidewalks. The county needs more walking/hiking trails other than Yosemite.
- Cross walk and ramps near Pizza Factory need proper ADA devices on the ramps and areas entering the roads
- There are no sidewalks.
- Sidewalks are inconsistent, they start and end abruptly. No grass or trees/shrubs in between sidewalk and road. Awkward cross walks that don't cross all directions.
- High curbs make it difficult to navigate sidewalks using walker/wheelchair.
- We need more walking trails to town!
- Fast drivers in residential areas.
- No sidewalks and speeding drivers or blindspots make it a danger to walk in some places.
- I don't want sidewalks everywhere. We are a rural town. What we need instead are walkways and trails that are routed elsewhere and not on the side of a road. Sometimes such pathways can take a more direct route than a roadway. If walkways do need to follow a road, a safe space for walkers and bicyclist should be provided with a non-cement alternative. Non-roadside walkways can often take a more direct route and sometimes can be located in areas that provide a nature experiences as well as a transportation corridor.
- Speeding is the most dangerous on our tight curves in the mountains, you have to dive for the bushes if anyone is cutting corners. Mostly Ben Hur, and 49 N areas.
- More walking trails would be helpful
- conditions vary; sidewalks are often discontinuous
- Inadequate lighting for walking during winter/after work hours/daylight savings.
- I walk only in town.
- the Chinese and some other foreign tourists do not know what a crosswalk is
- Lack of practical and recreational sidewalks/trails/routes in many areas of the county
- Walking along Highway 140 in Midpines does not always provide enough distance from the traffic, and off-highway walking is sometimes made more difficult by dumping of rocks by Caltrans.



The following questions about biking were only provided to respondents who said they biked in Mariposa County (n = 57).



Please list any other biking issues not listed above.

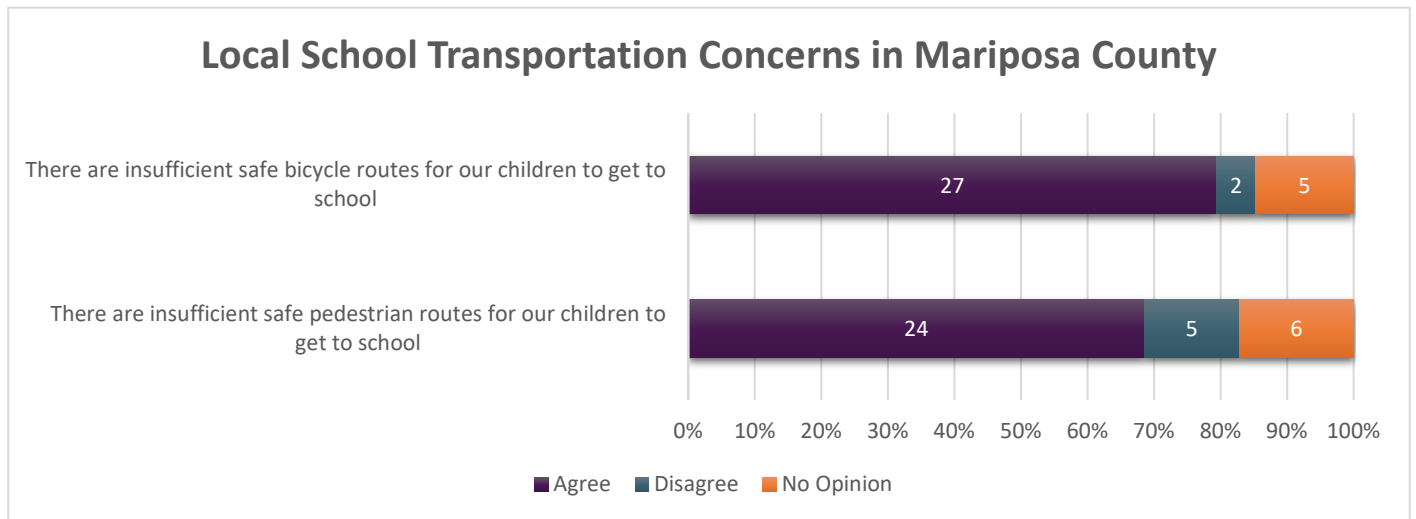
- Town definitely needs bike racks!!
- For many roads, there are no shoulders. There is no safe biking route. Semi trucks barely fit on the feeder roads in the county. Not everyone follows rules for covering their load, or sometimes something flies off. It is dangerous.
- We need more separated and protected bikeways, or paths. Kids should be able and encouraged to bike to school. It would significantly help with congestion to not have the school pick up and drop off mayhem
- Blind corners and lack of shoulder are my biggest biking concerns, but I enjoy biking the low traffic roads in the county
- It's difficult to make extra lanes or bike lanes in a river canyon.
- Very few roads have paved shoulders for biking. The recent re-paving of Hwy 49 narrowed the shoulder and the "curb" causes rocks and debris to pile up in the shoulder making it dangerous for bikers. Hwy 49 - Trees aren't trimmed back
- Loose dogs, no shoulders, speeding drivers
- the first question about debris and overgrown vegetation is misleading as there are very very few shoulders of bike lanes to travel on
- Too many to list, many already mentioned. The "rumble stripes" along the highway made routes that are lovely but slightly risky into unusable death lanes. Debris is everywhere. Drivers are hateful.



- Along Hwy 49 and 140 the often tiny paved shoulders are often filled with rocks, brush, or debris from car traffic and will force me to contend with traffic or the evil rumble stripes (which can cause bicycle crashes). I once hit an unseen rock in the "bike lane" coming down Big Spring Hill on Hwy 49 toward the fairgrounds. The rocks in the bike lane shredded my tire and sent me over the handlebars at about 40mph.
- Lack of paved bike lanes make safe biking difficult. See the above answer related to hazardous drivers. Another consideration is the use of pre-emergent salt based herbicides along county roads in early spring have created a space that favors salt tolerant, later emerging weeds along the shoulder. Particularly goat heads/puncture weed that are problematic for bicyclist. These seeds are spread by attaching them selves to car tires and a now prevent along most county roads. This adds another challenge to getting off the road for a bicyclist.
- Need more bike lanes on the main routes
- Roads are lacking paved shoulders and adequate signing for bicycles.
- Bike lanes should be built as protected bike lanes. Also rumble stops can cause serious injury to bikers, and are sometimes unmarked which scares me.
- NEED BIKE LANES
- Blind curves . Would be cool to have "bike routes" that even if they don't have bike lanes, have signs that inform drivers that it is a common bike route and they should watch out for cyclists.
- I would love to see more bike lanes /paths.
- More bike trails - how about a Wawona - Yosemite Valley and El Portal - Yosemite Valley bike path?
- No bike lanes

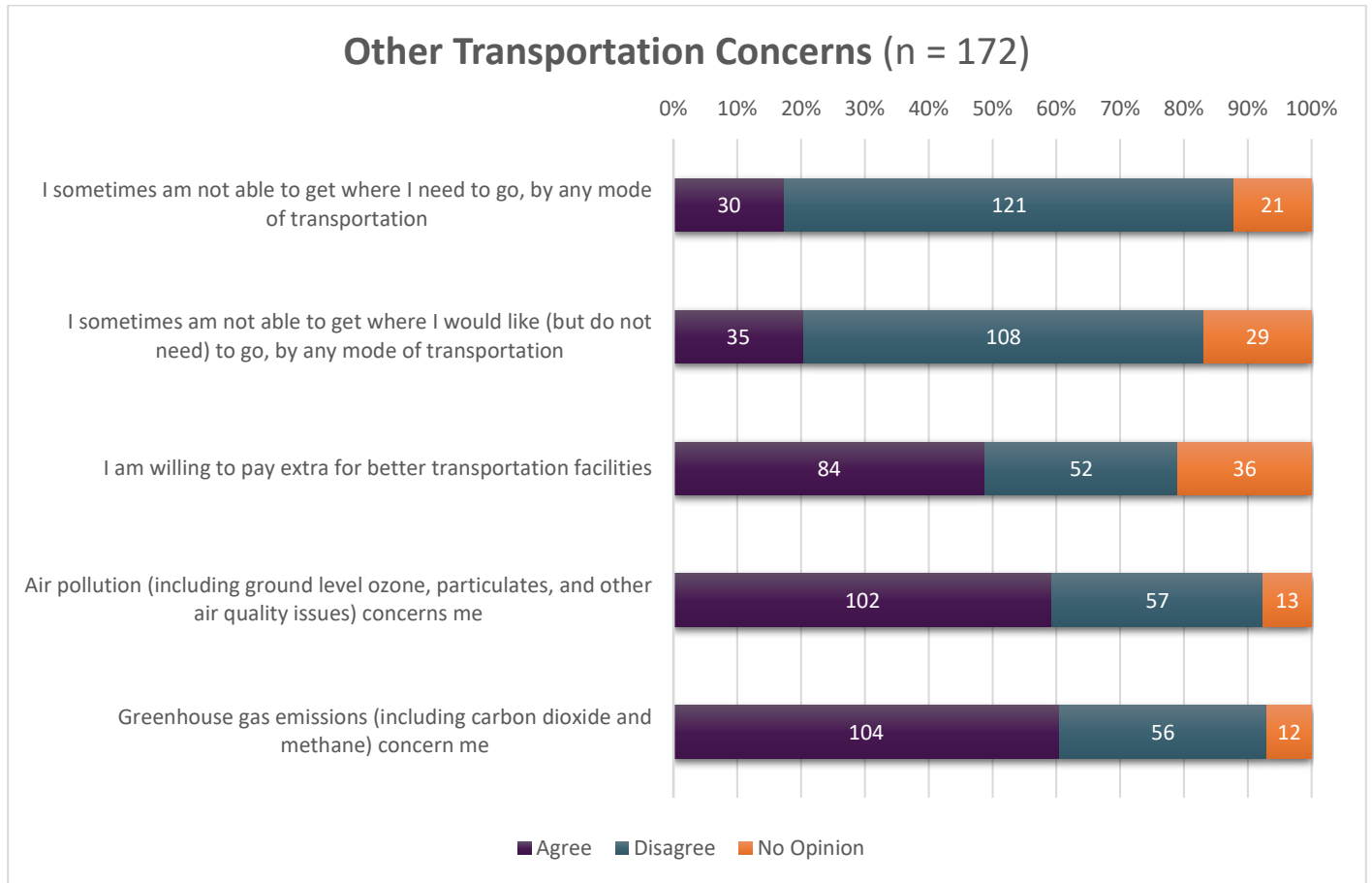


The following questions about school transportation were only provided to respondents who said they had students in their household who attend school in Mariposa County (n = 35).



Please list any other issues getting to school.

- Drivers drive too fast
- We need Crossing Guards at top of town and at 8th street.
- School bus is sometimes unreliable due to driver shortages.
- Bus routes insufficient.
- Not enough buses, no stop nearby, children often ride for hours.
- Kids would need to cross 140 with no crossing; distance makes walking or biking very difficult
- I believe the school district does the best they can with what they have, however the lack of close school bus stops necessitated me to change jobs because the bus routes would require my young children to walk a mile to the nearest pick up and then be on the bus for 1 hour.



Do you have other concerns about transportation in Mariposa County that have not been covered in previous questions?

- This may be tangential, but I would really like mechanized shoulder weed removal vs. pesticide.
- Road maintenance could be better. Once upon a time we had an operational road department that filled in cracks and potholes. They even used to spray the road sides to keep the fire danger down!
- I have never heard of Mari-go... As far as I know there are zero transportation options to get to medical appointments or airport transport
- Bring back the trains. Help make Yosemite more accessible to people without cars. Encourage walkable communities.
- Would like YARTS to continue transportation when park is closed b/c employees still need to get to work.
- County should better support park and ride with YARTS to reduce congestion, improve visitor experience.
- I would like to see more and better maintenance of our county roads. I would like Mariposa to become more bike friendly. It is currently bike unfriendly..
- Road shoulders are not being kept clear, risking wildfire and safety.
- I wish traffic laws were better enforced
- Transportation options for Senior citizens seem lacking.



- Giving medical clinics and medical staff more information about the options available for transportation would be very helpful in connecting people with the transportation they need.
- A campaign to humanize cyclists in the eyes of motorists would be worthwhile if effective. Paving shoulders to 2-4' widths with fog lines devoid of rumble stripes would be fantastic!
- I've noticed several bridges is disrepair.
- Too high a vacancy rate so that turn downs for requests to get to medical appointments often turned down.
- Yarts stop at Fish Camp Market (south) and White Chief Mountain turn out (north) would encourage fewer cars entering the Park.
- Too many unmaintained roads that should be paved (like Allred Rd). This is a safety concern especially for evacuations and public safety.
- Sidewalk on Hwy 49 would be great! But missing sidewalks is a big concern everywhere
- There is no mention of hiking/walking trails as a method of transportation and recreation.
- Could the post office trim the bushes? I would bike to work if the road was safer!
- Please consider your entire county- not just the town of Mariposa.
- Diesel trucks rolling coal with "We the People" decay suck
- Why when roads are re-done do they not just automatically add bike lanes?
- I think we need more bike/pedestrian paths where there are no motor vehicles allowed.
- Bridges on our county roads need to be fixed, replaced, updated. Especially the one from OLD HWY to 49 South
- I am lucky to be able to afford a car, but I am assuming these questions are referring to transportation other than a car? Having a better transit system would be helpful to all, but I know this has been a challenge.
- Not sufficient transportation in North County
- 140 and 49 seem to be too limited in lanes with population increasing. We need more internet/phone provider reach on roadways.
- Only concern are unpaved roads in Mariposa.
- We need to have SMOG restrictions in Mariposa County. Air quality very much concerns me.
- GHG emissions should not be a criteria for a study like this.
- No bike lanes on roads.
- Lack of parkin
- Lets have more bus options!
- Need traffic enforcement
- There is a need for alternate routes in some cases
- I think it would be incredibly difficult to get around this county without a car. It's the number one reason I caution older people to think about before they move here.
- I do not bike in Mariposa County as it is not safe to do so. I do however take my multiple bikes to other counties to ride. I would walk and bike more here if it were safe to do so.



Do you have any other comments?

- Farmers market, and Merced shopping trips for seniors are needed.
- We are a one car, one e-bike family. It works, but not having something to fall back on can get stressful, particularly as we get ready to have our first child. Having better bike safety measures would be great - the thought of biking 140 to get to town for work and daycare with a child is terrifying.
- Some medical appts. I made in Aug. had to be cancelled due to lack of public transportation
- A trail system could be useful to address wide range of these issues.
- Get the road department back into operation and maintain the roads better.
- Expand YArts service so that residents can access the Fresno Airport
- What is Mariposa county doing to benefit from the high speed rail?
- Road striping is dull and not reflective enough.
- This survey is lacking in its definitions and is lacking the "none of the above" response in first question. No option to clarify answers to individual questions which can lead to misleading interpretation. Example: Do I feel safe driving on our state highways? Answer no. Not because of condition of road, not because of terrain, but because other drivers pass on double yellow or when not safe.
- Thank you for addressing this issue.
- Thank you for asking these questions. It is a nice surprise to see questions about cycling and walking in our area. We live in Bootjack and I ride thousands of miles each year. As many of those as I can are here in Mariposa and Madera Counties. It is getting tougher to do though. Cars Drive faster and faster when the roads get smoother and straighter. Makes it less safe to ride or walk our dogs.
- I appreciate Public Works doing there best to keep us all moving.
- Sometimes not enough or no warning for road/misc work ahead. Sometimes there's a sign but no work.
- Would like the number of requests for transportation to medical appointments that are turned down due to lack of a driver made public.
- So many guests in Fish Camp could take an e-bike or even walk to the gate if it were safer. The Tenaya Yarts stop is too inconvenient for homeowners and guests not staying at Tenaya.
- Walking paths outside of downtown would be great
- "Pay extra" is not clear. More details need to be provided. "Pay extra..." taxes? Parking meters? DMV fees?
- We need sidewalks on side roads, and Mariposa Creek parkway needs finished. Stairs should be put back in from Best Western to the county park.
- The county should spend money on roads instead of outside consultants for issues the county faces.
- Just improve what is available and don't change the atmosphere of the whole town
- I had to pay a private party \$150 to take me to a hospital in Fresno last year
- I love Mariposa!
- Take the old ladies off the roadway! have paid by the establishments grocery shoppers w delivery. Take the drinkers off the highway! offer uber rides to/fro paid by the establishments that serve them liquor - prevent a DUI before it happens. Those are new jobs.

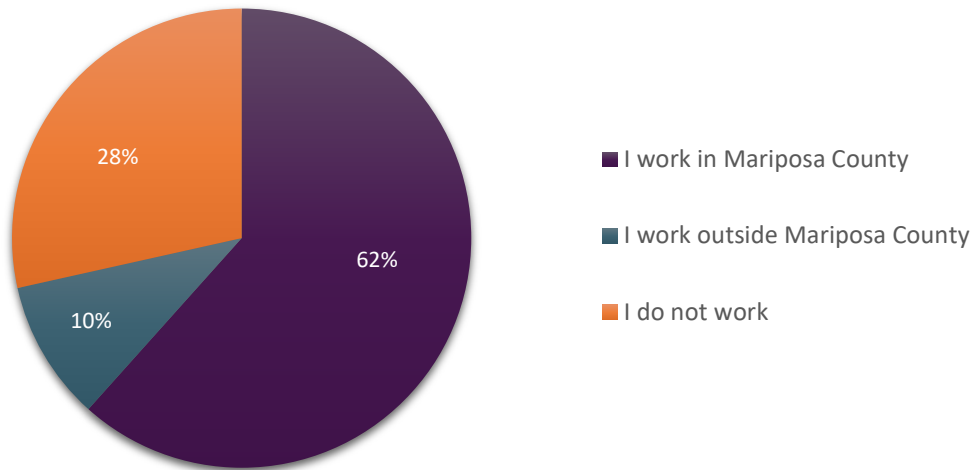


- lack for resident population does not support public transportation. The local tax payers should not bear the burden of providing service for visitors. Any visitor based service should be payed for by the visitors.
- Basically living remotely makes it hard to take public transportation Connection timing is definitel a factor If we had more stops and pick ups (frequency) that would be a huge plus for using public transportation for me. Of course then there's the parking issues. Further on in this survey you ask how far to work one travels but you do not give an option for self employed persons who drive different distances daily. I think that option needs to be added to the list
- If there were dedicated bike paths through the county, I would bike.
- Please develop more public transportation options - the automobile is outdated
- Dedicated bike paths that connect with public transportation with bike accommodations would be a huge improvement.
- Your questions are sometimes too broad, covering too many aspects
- Please review your MOUs and contracts with the Alliance. We aren't getting what we pay for.
- Reasonable posted speed limits
- some of our county maintained roads are flat out not maintained
- I would like to see more cleanup done on the properties adjacent to all of our roads. I can't believe how dirty they are!!!
- We need lots of trails! Walking trails, hiking trails, biking trails, ATV trails-- all kinds of trails!
- Medi-Trans has been invaluable and very dependable.

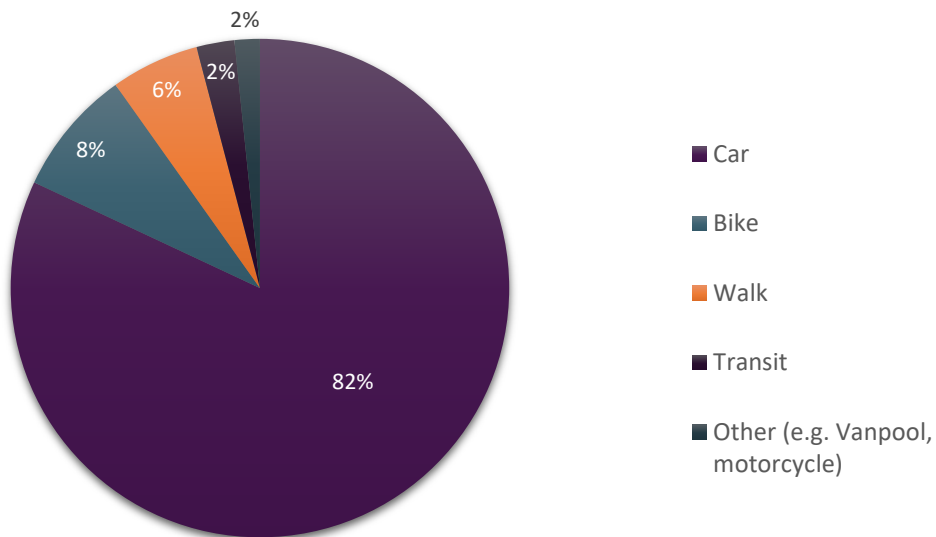


Commute Behavior

Do you work in Mariposa County (paid or volunteer)?
(n = 172)

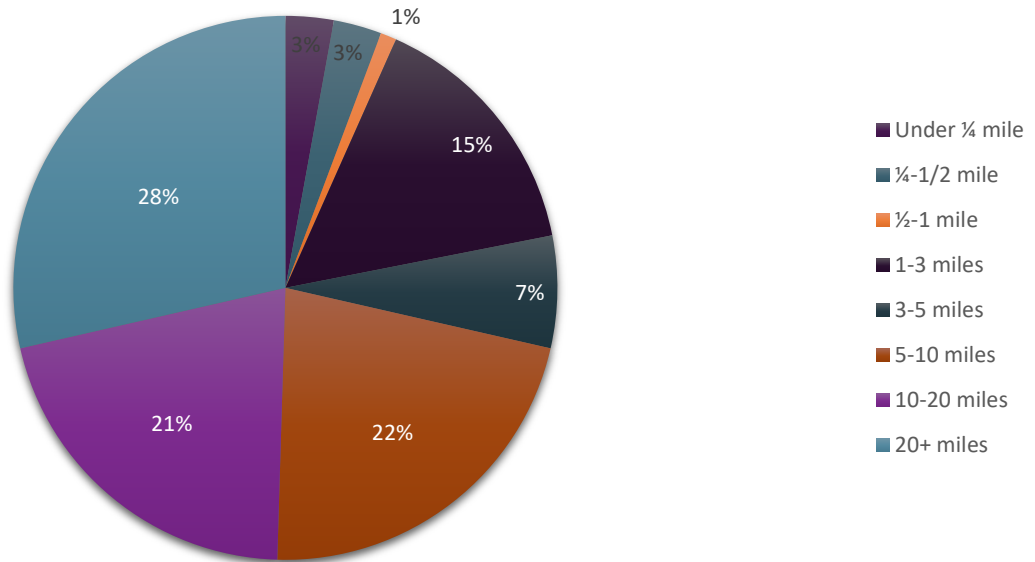


How do you commute to work? (n = 109)
Select all modes you regularly use.



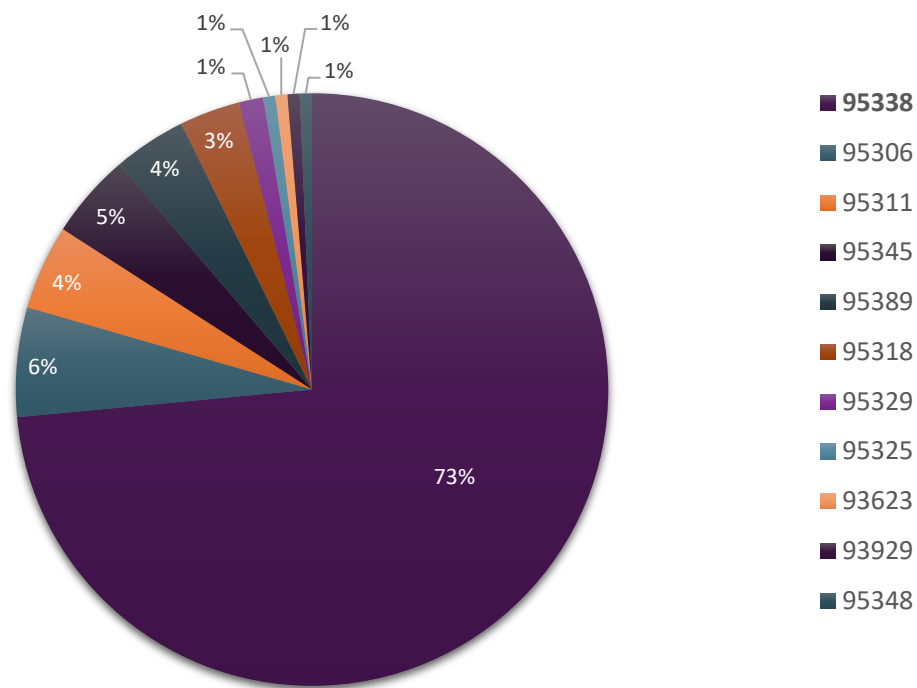


How far is your commute? (n=105)



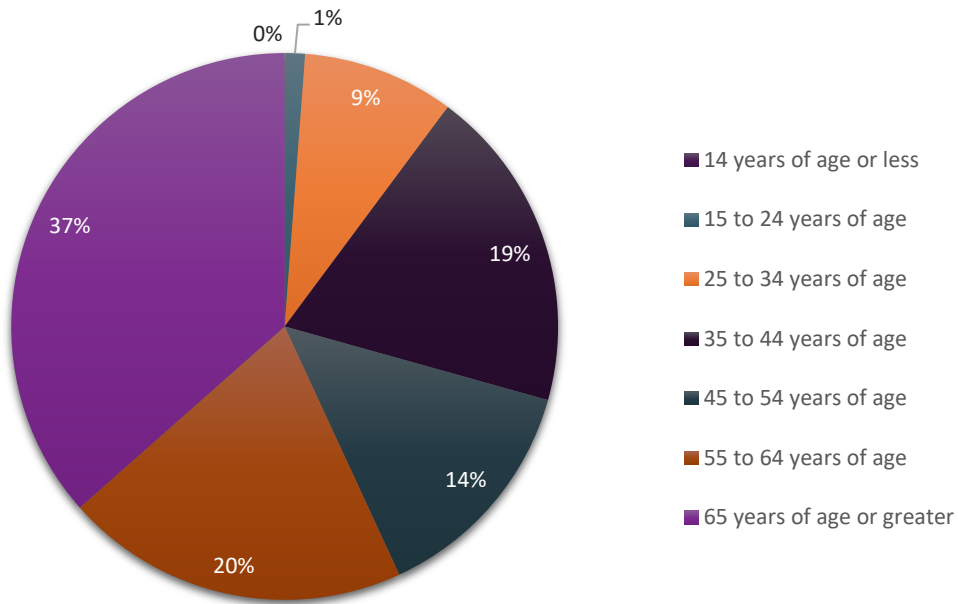
Respondent Demographics

Respondent Zip Code (n = 151)



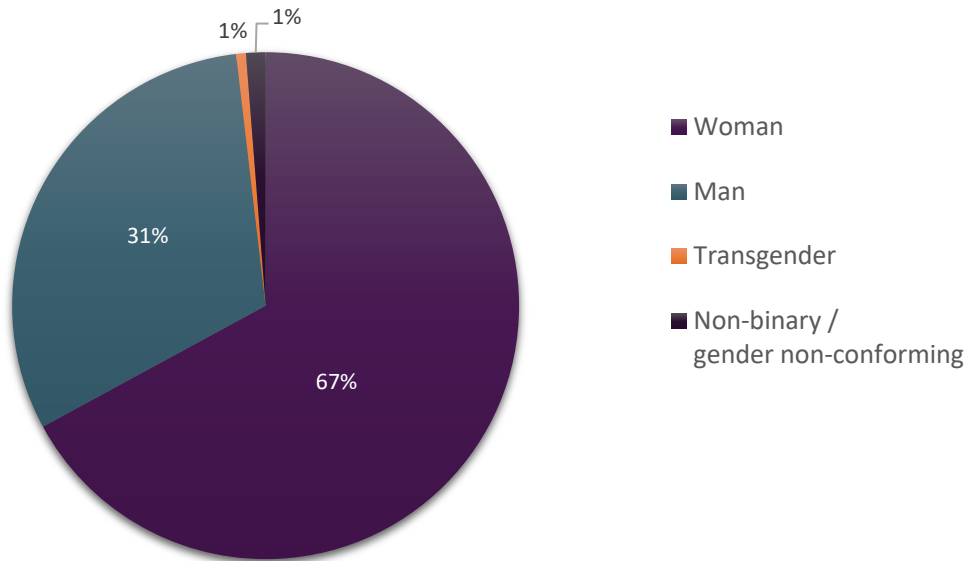


Respondent Age (n=167)



Respondent Gender Identity (n = 158)

Select all that apply.





Appendix C: Community Engagement Materials

Farmers' Market Board Responses (August 24, 2022)

WHAT'S MOST IMPORTANT TO YOU?

TOPIC AREA	HIGH PRIORITY
What do you like about transportation in Mariposa County?	
The roads in our area are well-maintained	●
I rarely encounter congestion and I can easily drive to where I need to go	● ● ● ●
The Mari-Go and YARTS bus systems generally get me where I want to go	● ● ● ●
Different road users (pedestrians, bicyclists, and drivers) generally respect one another	● ● ● ● ● ●
I generally feel safe walking here	● ● ● ● ● ●
I generally feel safe bicycling here	● ● ● ● ● ●
I generally feel safe driving here	● ● ● ● ● ● ● ●
Road conditions	
The condition of our state highways (SR 41, SR 49, SR 132, SR 140) is poor and needs to be improved	● ● ● ● ● ● ● ●
The condition of our local roads is poor and needs to be improved	● ● ● ● ● ● ● ●
Travel on many of our state highways is congested and too slow	
Travel on many of our local roads is congested and too slow	
Safety issues	
I feel unsafe driving in our county	● ● ● ● ● ● ● ●
There are insufficient safe bicycle or pedestrian routes for our children to get to school	● ● ● ● ● ● ● ●
Road or traffic conditions make it unsafe to walk in our area	● ● ● ● ● ● ● ●
I would ride my bike more but I do not feel safe on our roads	● ● ● ● ● ● ● ●
Missing sidewalks force me to walk on the road	● ● ● ● ● ● ● ●
Safety is a concern on our state highways (SR 41, SR 49, SR 132, SR 140)	● ● ● ● ● ● ● ●


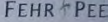








WHAT'S MOST IMPORTANT TO YOU?

TOPIC AREA	HIGH PRIORITY
Bicycle and pedestrian concerns	
I would ride my bike more but it is just too hilly to do so	● ●
I would ride my bike more if there were more places to park it securely	● ● ● ●
I frequently find debris or overgrown vegetation when riding my bike on paved shoulders	● PLACE STICKERS HERE
Where sidewalks exist, they are in poor condition	●
Uneven sidewalks, overgrown vegetation, missing curb cuts, or other issues make it difficult to get around by wheelchair, walker, or on foot	● ● ● ● ●
Different road users (pedestrians, bicyclists, and drivers) often do not respect one another	●
Transit issues	
I would like to take the bus, but it does not go where I need it to go	● ● ● ● ●
I would like to take the bus to destinations outside of my local area, but it does not connect to those destinations or other transit systems (for example, Tuolumne County, Modesto, Merced, Fresno, Amtrak, etc.)	● ● ● ● ● PLACE STICKERS HERE
I would like to take the bus, but the stop times do not fit my schedule	●
I do not know much about my local transit services (Mari-Go, Mari-Trans, or YARTS)	● ● ● ●
Wider concerns	
I am willing to pay extra for better transportation facilities	●
I am not willing to pay extra for better transportation facilities	● PLACE STICKERS HERE
Air pollution (including ground level ozone and greenhouse gas emissions) concerns me	● ● ● ● ● ●



Farmers' Market Board Responses (October 26, 2022)

TOPIC AREA	HIGH PRIORITY
WHAT'S MOST IMPORTANT TO YOU?	
<div style="text-align: right;">   </div>	
What do you like about transportation in Mariposa County?	
The roads in our area are well-maintained	
I rarely encounter congestion and I can easily drive to where I need to go	
The Mari-Go and YARTS bus systems generally get me where I want to go	
Different road users (pedestrians, bicyclists, and drivers) generally respect one another	
I generally feel safe walking here	
I generally feel safe bicycling here	
I generally feel safe driving here	
Road conditions	
The condition of our state highways (SR 41, SR 49, SR 132, SR 140) is poor and needs to be improved	
The condition of our local roads is poor and needs to be improved	
Travel on many of our state highways is congested and too slow	
Travel on many of our local roads is congested and too slow	
Safety issues	
I feel unsafe driving in our county	
There are insufficient safe bicycle or pedestrian routes for our children to get to school	
Road or traffic conditions make it unsafe to walk in our area	
I would ride my bike more but I do not feel safe on our roads	
Missing sidewalks force me to walk on the road	
Safety is a concern on our state highways (SR 41, SR 49, SR 132, SR 140)	

REGIONAL TRANSPORTATION PLAN OVERVIEW

What is a Regional Transportation Plan?

The purpose of the Regional Transportation Plan (RTP) is to document the short-term (10-year) and long-term (25-year) regional transportation needs and set forth an effective, cost-feasible action plan to meet these needs. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system in Mariposa County.

Why is the RTP being updated?

By law, the RTP must be updated and submitted to the California Transportation Commission every five years. Keeping the RTP up-to-date also ensures that the projects planned for the County reflect the current needs of its citizens and are compatible with reasonably foreseeable funding levels.

How does the update affect me?

The RTP will establish the short- and long-term goals and actions for improving transportation in Mariposa County. The transportation projects identified, funded, and built will determine how Mariposa County's residents, workers, and visitors travel, affecting the quality of life of everyone.

What is the schedule for the update?

SCHEDULE	
DATE	TASK
Summer - Fall 2022	Initial public outreach, data collection, and analysis
Winter - Spring 2023	Prepare, present, and review draft RTP
Summer 2023	Incorporate inputs and prepare and present final RTP

How can I get involved in the update?

- Share your input today
- Scan the QR Code and complete the survey
- Stay tuned for the draft plan

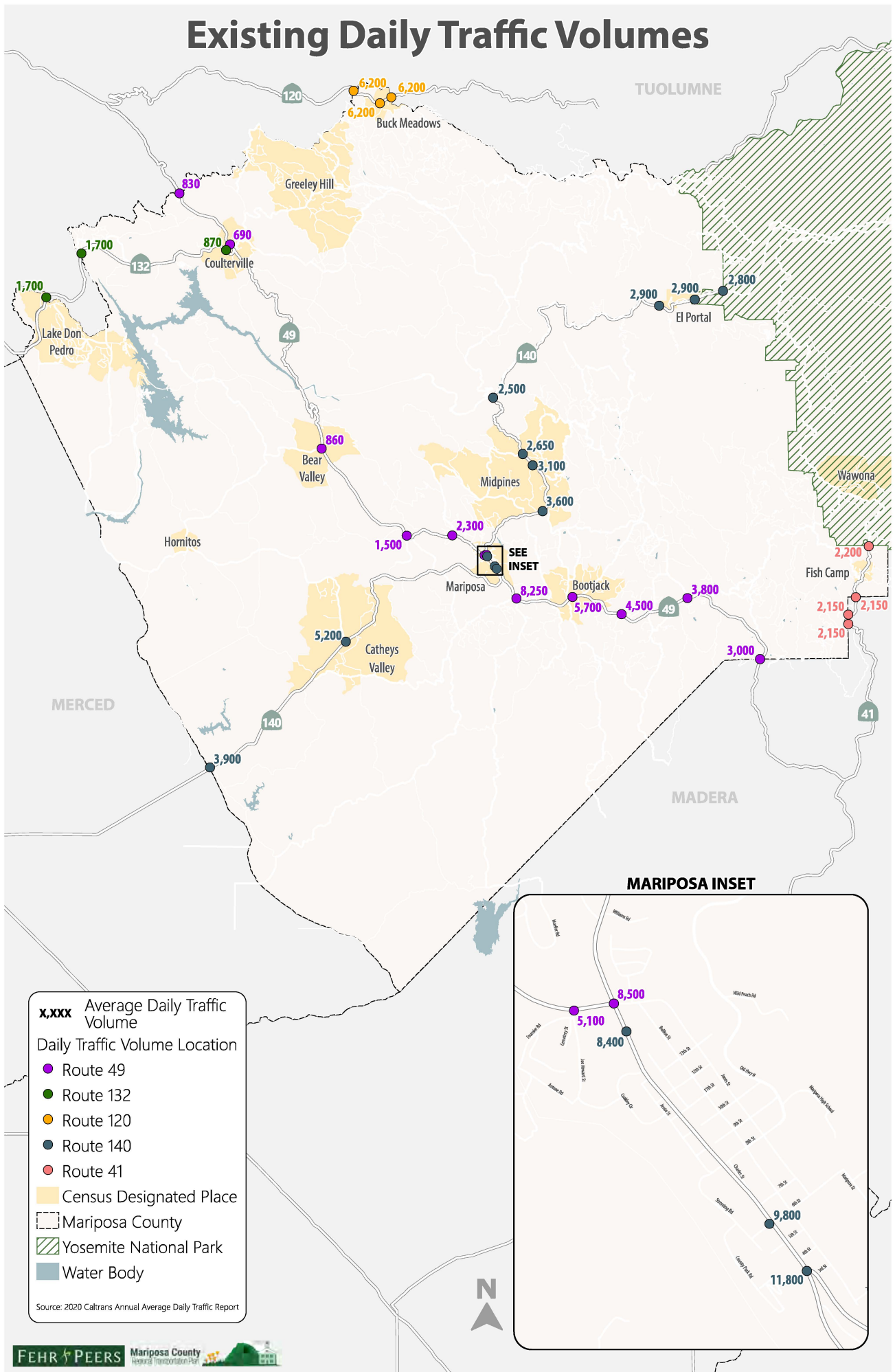


Survey link:
<https://bit.ly/MCRTP22>

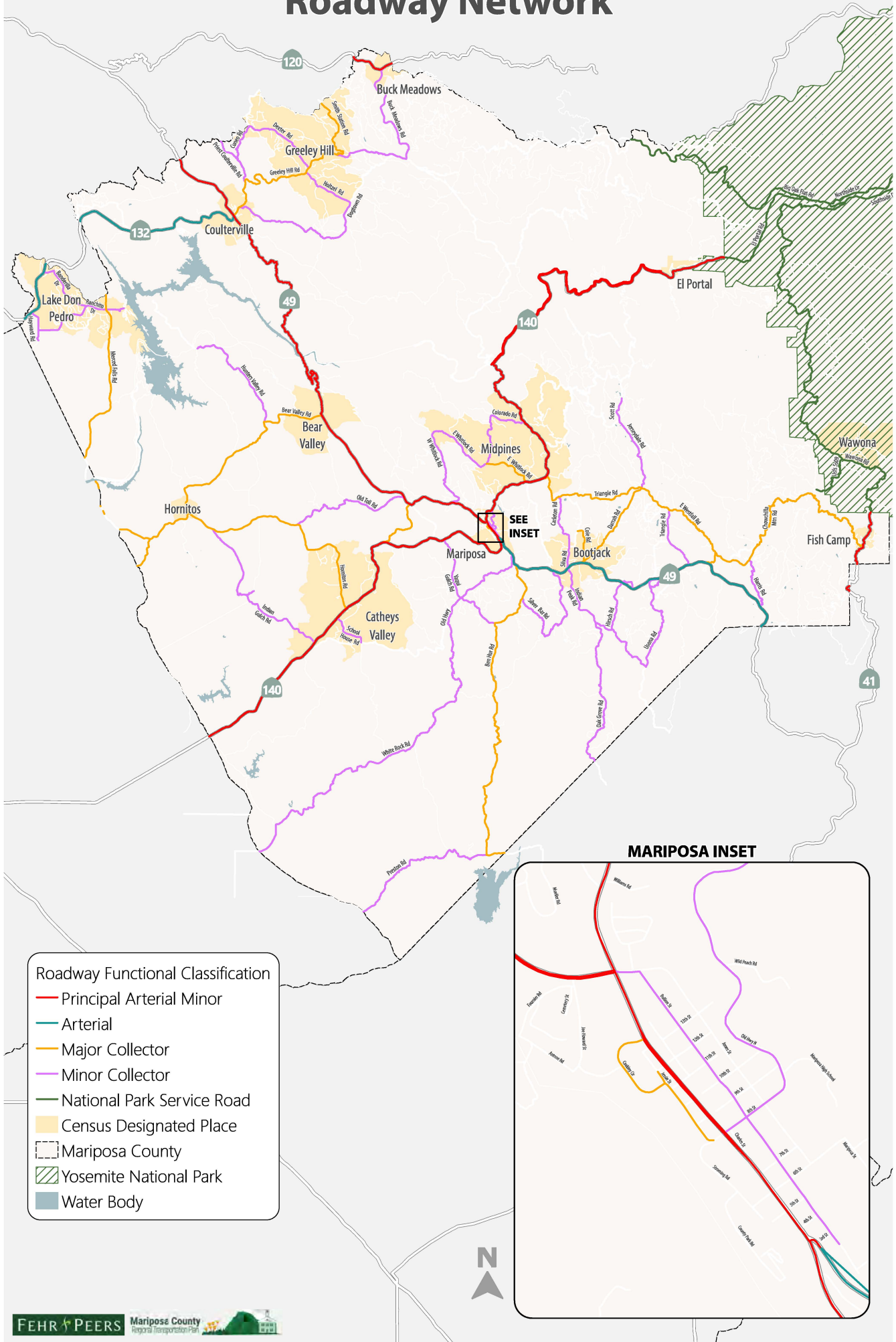
For more information visit mariposacounty.org,
or contact Jeannie Morvay-Clayton, Mariposa County Department of Public Works
209-966-5356 x156 jclayton@mariposacounty.org



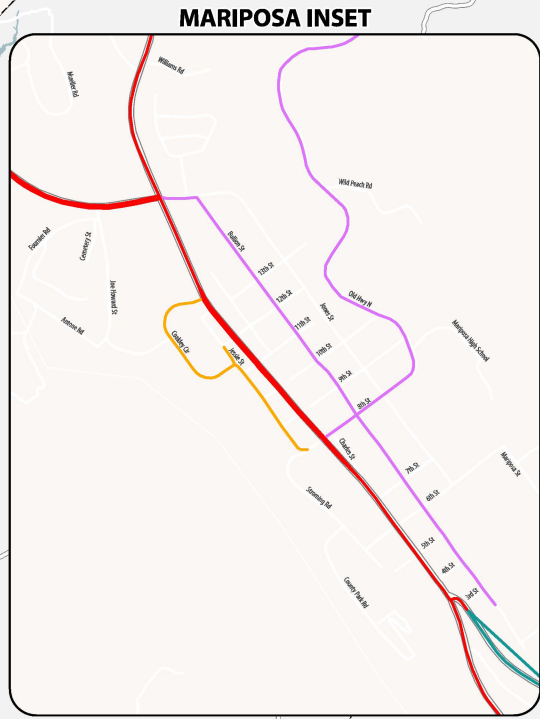
Existing Daily Traffic Volumes



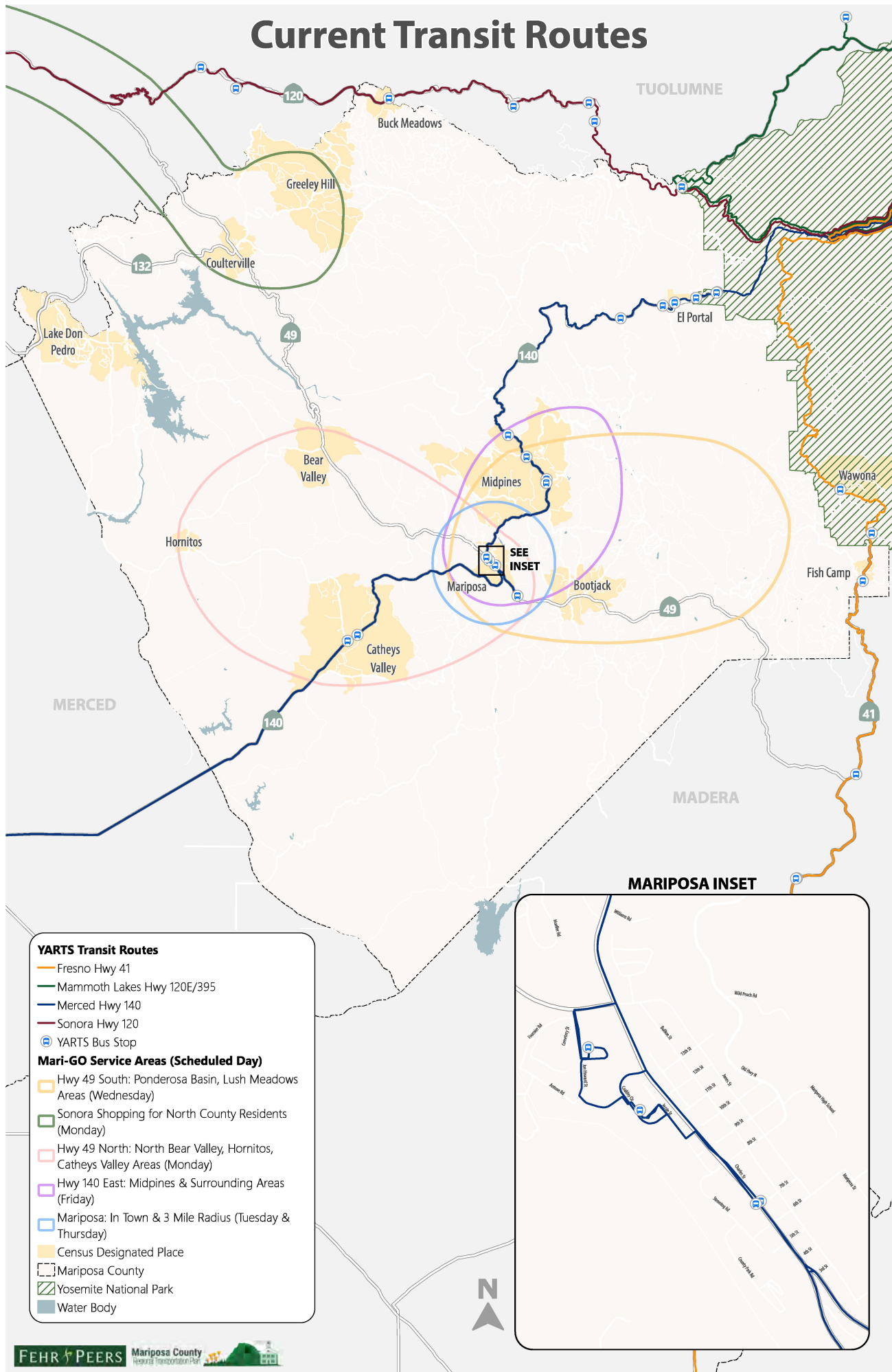
Roadway Network



- Roadway Functional Classification**
- Principal Arterial Minor
 - Arterial
 - Major Collector
 - Minor Collector
 - National Park Service Road
 - Census Designated Place
 - ▭ Mariposa County
 - ▨ Yosemite National Park
 - Water Body



Current Transit Routes



YARTS Transit Routes

- Fresno Hwy 41
- Mammoth Lakes Hwy 120E/395
- Merced Hwy 140
- Sonora Hwy 120
- YARTS Bus Stop

Mari-GO Service Areas (Scheduled Day)

- Hwy 49 South: Ponderosa Basin, Lush Meadows Areas (Wednesday)
- Sonora Shopping for North County Residents (Monday)
- Hwy 49 North: North Bear Valley, Hornitos, Catheys Valley Areas (Monday)
- Hwy 140 East: Midpines & Surrounding Areas (Friday)
- Mariposa: In Town & 3 Mile Radius (Tuesday & Thursday)

- Census Designated Place
- Mariposa County
- Yosemite National Park
- Water Body

Comment Card

Mariposa County

Regional Transportation Plan



Please share any thoughts, comments, or questions you have about the Mariposa County Regional Transportation Plan.

No room to pass bikes on roads such as Triangle

You may submit your comments to staff today or directly to:

Jeannie Morvay-Clayton
Mariposa County Department of Public Works
jclayton@mariposacounty.org - 209-966-5356 x156
4639 Ben Hur Road, Mariposa, CA 95338

Comment Card

Mariposa County

Regional Transportation Plan



Please share any thoughts, comments, or questions you have about the Mariposa County Regional Transportation Plan.

I WAS GREATLY HELPED BY THE COUNTY BUS SYSTEM. I HAD
LOST MY CAR + USED THIS SERVICE TO SHOP, GO TO SENIOR LUNCH + LIBRARY.
VERY PLEASED BY DISPATCHERS JORDAN, KELSE, KELLEY - THANK YOU!

CURT MURPHY

You may submit your comments to staff today or directly to:

Jeannie Morvay-Clayton
Mariposa County Department of Public Works
jclayton@mariposacounty.org - 209-966-5356 x156
4639 Ben Hur Road, Mariposa, CA 95338

Comment Card

Mariposa County

Regional Transportation Plan



Please share any thoughts, comments, or questions you have about the Mariposa County Regional Transportation Plan.

RoundABOUTS! UP and Downtown Mariposa intersections need work!

Bike lanes

Price for yarts needs to be lowered a little bit

You may submit your comments to staff today or directly to:

Jeannie Morvay-Clayton
Mariposa County Department of Public Works
jclayton@mariposacounty.org - 209-966-5356 x156
4639 Ben Hur Road, Mariposa, CA 95338

Comment Card

Mariposa County

Regional Transportation Plan



Please share any thoughts, comments, or questions you have about the Mariposa County Regional Transportation Plan.

Missing guardrail outside curves on 49
with big dropoffs
Also Oakhurst to Yosemite

Also no shoulders

You may submit your comments to staff today or directly to:

Jeannie Morvay-Clayton
Mariposa County Department of Public Works
jclayton@mariposacounty.org - 209-966-5356 x156
4639 Ben Hur Road, Mariposa, CA 95338

Comment Card

Mariposa County Regional Transportation Plan



Please share any thoughts, comments, or questions you have about the Mariposa County Regional Transportation Plan.

"SHARP THE ROAD" SIGNS ON HWYS (140, 132, 99) & MAJOR ROADS
PARTNER / CHAMBER TO ~~OPEN~~ START A TROLLY (BUSINESS & RESTAURANTS)

You may submit your comments to staff today or directly to:

Jeannie Morvay-Clayton

Mariposa County Department of Public Works

jclayton@mariposacounty.org - 209-966-5356 x156

4639 Ben Hur Road, Mariposa, CA 95338

Comment Card

Mariposa County Regional Transportation Plan



Please share any thoughts, comments, or questions you have about the Mariposa County Regional Transportation Plan.

① In the past before the pandemic there was bus service to Merced for shopping on Tuesdays it was great the driver would ask you where you got on the bus where you wanted to go and you could go to 4 or 5 places. It usually only cost \$8.00 for the trip.

② Trying to walk into town from Indian Peak is very treacherous in a majority of the places you are forced to walk. you have to share the road with vehicles that are not looking out for pedestrians and

You may submit your comments to staff today or directly to:

Jeannie Morvay-Clayton

Mariposa County Department of Public Works

jclayton@mariposacounty.org - 209-966-5356 x156

4639 Ben Hur Road, Mariposa, CA 95338

they are travelling at speeds well in excess of 50 mph. making it very hazardous.

(5) there doesn't seem to be any continuity as regards to bicycle lanes there might be a bicycle lane on the highway that runs for a few miles. and then it just ends. this occurs all over Mariposa.

APPENDIX C: PROJECT LISTS

Table C-1: Roadway Projects

Road	Location	Description	Funding Source	Total Cost (\$1,000)	Supporting Objectives
Short-Range					
Indian Peak Road	Hirsch Road to Oak Grove Road (PM 15.30 - 16.23)	Road Rehabilitation	Local/STIP	\$805	1.1 - 1.4
Old Toll Road	Pendola Gardens (PM 10.0 - 10.7, 12.7 - 15.2)	Road Rehabilitation	Local/STIP	\$1,500	1.1 - 1.4
E Whitlock Road	Black Oak Ridge to Colorado (PM 16.7 - 17.8)	Road Rehabilitation	Local/STIP	\$830	1.1 - 1.4
SR140	Midpines to El Portal (Yosemite NP Entrance) (PM 25.3 - 51.8)	Road Rehabilitation	SHOPP	\$17,000	1.1 - 1.4
SR140	Catheys Valley Park to 0.1 mi North of SR49 (PM 12 - 22.1)	Road Rehabilitation	SHOPP	\$13,000	1.1 - 1.4
Subtotal				\$33,135	
Long-Range					
Indian Peak Road	County Limits to Hirsch Rd (PM 10.0 - 15.3)	Road Rehabilitation	Local/STIP	\$5,000	1.1 - 1.4
Converse Road	PM 10.0 - 10.8 (End of Pavement)	Road Rehabilitation	Local/STIP	\$1,000	1.1 - 1.4
Ernst Road	Dogtown to Holtzel (PM 10.0-13.0)	Road Rehabilitation	Local/STIP	\$3,000	1.1 - 1.4
Old Highway	SR140 to White Rock (PM 10.0 - 19.4)	Road Rehabilitation	Local/STIP	\$9,400	1.1 - 1.4
Hunters Valley Rd	Bear Valley Rd to Maintained Limits (PM 10.0 - 19.0)	Road Rehabilitation	Local/STIP	\$9,000	1.1 - 1.4
Indian Gulch Rd	SR140 to Bear Creek (PM 10.0 - 13.0)	Road Rehabilitation	Local/STIP	\$3,000	1.1 - 1.4
Subtotal				\$30,400	
Grand Total				\$63,535	

Notes: STIP = State Transportation Improvement Program
 SHOPP = State Highway Operation and Protection Program
 PM = Post mile
 Source: MCLTC, 2023

Table C-2: Bridge Projects

Bridge	Code	Location	Description	Funding Source	Total Cost (\$1,000)	Supporting Objectives
Short-Range						
Dogtown Rd Bridge	#40C0038	Maxwell Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Dogtown Rd Bridge	#40C0039	Maxwell Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Incline Rd Bridge	#40C0064	Moss Canyon	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Buckeye Rd Bridge	#40C0036	Mariposa Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
BPMP Phase 1	VARIOUS	Various	Epoxy Injection & Deck Sealing	HBP	\$1,750	1.1 - 1.4
BPMP Phase 2	VARIOUS	Various	Scour Protection	HBP	\$3,000	1.1 - 1.4
Subtotal					\$24,750	
Long-Range						
Old Toll Rd Bridge	#40C0057	Bear Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Indian Gulch Rd Bridge	#40C0059	Bear Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Oak Grove Rd Bridge	#40C0028	Striped Rock	Replace Bridge	HBP	\$5,000	1.1 - 1.4
White Rock Rd Bridge	#40C0062	Deadman Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Usona Rd Bridge	#40C0066	Middle Fork Chowchilla River	Replace Bridge	HBP	\$5,000	1.1 - 1.4
School House Rd Bridge	#40C0053	Owens Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
White Rock Rd Bridge	#40C0032	Mariposa Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Tip Top Rd Bridge	#40C0047	Middle Fork Chowchilla River	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Oak Road Bridge	#40C0060	Bear Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Foresta Rd Bridge	#40C0054	Crane Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Foresta Rd Bridge	#40C0055	Crane Creek	Replace Bridge	HBP	\$5,000	1.1 - 1.4
Harris Road Bridge	LOCAL	East Fork Chowchilla River	Replace Bridge	Local/STIP	\$3,000	1.1 - 1.4
Indian Peak Road Bridge	LOCAL	Italian Creek	Replace Bridge	Local/STIP	\$2,500	1.1 - 1.4
Subtotal					\$60,500	
Grand Total					\$85,250	

Notes: HBP = Local Highway Bridge Program
 STIP = State Transportation Improvement Program
 PM = Post mile
 Source: MCLTC, 2023

Table C-3: Transit Projects

Project	Description	Funding Source	Total Cost (\$1,000)	Supporting Objectives
Fixed Route Service	Fixed Route transit services in Mariposa with stops at Pioneer Market, HHSA, Heritage House, Courthouse	FTA	\$1,000	2.1 - 2.2
Zero Emission Fleet Upgrades	CARB compliant transit services	FTA	\$2,500	2.1 - 2.2
		Grand Total	\$3,500	

Notes: FTA = Federal Transit Assistance
All projects listed are short-range.
Source: MCLTC, 2023

Table C-4: Aviation Projects

Yosemite-Mariposa Airport Project	Description	Funding Source	Total Cost (\$1,000)	Supporting Objectives
Apron & Runway Pavement Rehabilitation	Crack Sealing, Asphalt Paving, Improvements to Connectors	AIP	\$500	4.1 - 4.2
Signage, Obstruction and Runway End Identifier Lights	Improvements to signs, markings, and lights to assist pilot operations	AIP	\$100	4.1 - 4.2
Tree Trimming	Removal of obstructions	AIP	\$50	4.1 - 4.2
		Grand Total	\$650	

Notes: AIP = Airport Improvement Program

All projects listed are short-range.

Source: MCLTC, 2023

Table C-5: Active Transportation Projects

Project Title	Location	Description	Funding Source	Total Cost (\$1,000)	Supporting Objectives
Mariposa Creek Parkway Phase III	8th Street to Joe Howard	Multimodal trail improvements	ATP	\$6,200	4.1 - 4.2
MES Connectivity	Bullion Street, 6th St, 7th St, Jones Street adjacent to Mariposa Elementary School	Sidewalk Improvements	ATP	\$2,000	4.1 - 4.2
Joe Howard Sidewalk Improvements	Joe Howard between Rite Aid and Apartment Complex	Sidewalk improvement closing gap	STIP	\$300	4.1 - 4.2
Mariposa Creek Parkway Stairs	Best Western Hotel	Replacement stairs leading to Town Park	CMAQ	\$300	4.1 - 4.2
Grand Total				\$8,800	

Notes: ATP = Active Transportation Program
 STIP = State Transportation Improvement Program
 CMAQ = Congestion Mitigation and Air Quality
 All projects listed are short-range.
 Source: MCLTC, 2023

Table C-6: Unconstrained Projects

Road/Project	Location	Description	Total Cost (\$1,000)	Supporting Objectives
Roadway				
Indian Peak Road	County Limits to Hirsch Rd (Post Mile 10.0-15.3)	Road Rehabilitation	\$5,000	1.1 - 1.4
Converse Road	PM 10.0 - 10.8 (End of Pavement)	Road Rehabilitation	\$1,000	1.1 - 1.4
Ernst Road	Dogtown to Holtzel (Post Mile 10.0-13.0)	Road Rehabilitation	\$3,000	1.1 - 1.4
Old Highway	SR140 to White Rock (Post Mile 10.0-19.4)	Road Rehabilitation	\$9,400	1.1 - 1.4
Hunters Valley Rd	Bear Valley Rd to Maintained Limits (Post Mile 10.0 - 19.0)	Road Rehabilitation	\$9,000	1.1 - 1.4
Indian Gulch Rd	SR140 to Bear Creek (Post Mile 10.0 - 13.0)	Road Rehabilitation	\$3,000	1.1 - 1.4
Subtotal			\$30,400	
Active Transportation				
Mariposa Creek Parkway Phase IV	Joe Howard to Adult Detention Center	Multimodal Trail Improvements	\$8,000	4.1 - 4.2
Mariposa Creek Parkway Phase V	SR140 to Fairgrounds	Multimodal Trail Improvements	\$10,000	4.1 - 4.2
Smith Road Sidewalks	SR49 to SR140 Loop	Sidewalk Improvements	\$4,200	4.1 - 4.2
SR49 Sidewalks	Gap Closures between Joe Howard & HHSA	Sidewalk Improvements	\$5,000	4.1 - 4.2
Subtotal			\$27,200	
Grand Total			\$57,600	

Notes: PM = Post mile

Table C-7: Completed Projects

Road	Location	Description	Funding Source	Total Cost (\$1,000)
Darrah Rd Bridge	West Fork Chowchilla Creek (PM 10.7)	Replace Bridge	HPB	\$7,000
Triangle Road	Carlton Rd to Triangle Ranch (PM 11.8-14.1)	Rehabilitation	STIP	\$1,300
Merced Falls Road	Merced County Line to Tuolumne County Line (PM 10.0-19.3)	Rehabilitation	STIP	\$1,500
Ben Hur Road	Pea Grade (PM 15.0-18.5)	Rehabilitation	STIP	\$1,000
SR 49	lane miles)	Rehabilitation	SHOPP	\$25,000
SR140	Merced County Line to Trower Rd (24 lane miles)	Rehabilitation	SHOPP	\$5,100
			Grand Total	\$40,900

Notes: STIP = State Transportation Improvement Program
 SHOPP = State Highway Operation and Protection Program
 PM = Post mile
 Source: MCLTC, 2023

APPENDIX D: GLOSSARY OF COMMON ACRONYMS

AQMD	<i>Air Quality Management District</i> , a regional agency formed by two or more counties that adopts regulations to meet state and federal air quality standards.
ATP	<i>Active Transportation Program</i> , created in 2013, consolidates existing federal and state bicycle and pedestrian funding programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.
BIL	<i>Bipartisan Infrastructure Law</i> , signed in 2021, more formally identified as the Infrastructure Investment and Jobs Act (IIJA) provides \$550 billion over fiscal years 2022 through 2026 in federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband. See IIJA below.
CARB	<i>California Air Resources Board</i> , the State agency responsible for implementation of the federal and State Clean Air Acts. Provides technical assistance to air districts preparing attainment plans, reviews local attainment plans, and combines portions of them with State measures for submittal of the State Implementation Plan (SIP) to U.S. EPA.
CASP	<i>California Aviation System Plan</i> , prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional system planning on a statewide basis.
CEQA	<i>California Environmental Quality Act</i> , state law which requires the environmental effects associated with proposed plans, programs, and projects be fully disclosed.
CTC	<i>California Transportation Commission</i> , a decision-making entity established by AB 402 (Alquist/Ingalls) of 1977 to advise and assist the Secretary of Transportation and the legislature in formulating and evaluating state policies and plans for transportation programs.
EPA	<i>U.S. Environmental Protection Agency</i> , reviews and approves the State Implementation Plan, including emissions budgets used in RTP conformity assessments.
FAST	<i>Fixing America's Surface Transportation Act</i> , signed in 2015 and covering fiscal years 2016 to 2020. The FAST Act largely maintained program structures and funding shares between highways and transit. The law made changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects,

providing new safety tools, and establishing new programs to advance freight projects. FAST replaced MAP-21 and is now superseded by BIL.

- FHWA** *Federal Highway Administration*, a component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. FHW A and FTA, in consultation with the U.S. Environmental Protection Agency (EPA), make Federal Clean Air Act Conformity findings for Regional Transportation Plans, Transportation Improvement Programs, and Federally-funded projects.
- FTA** *Federal Transit Administration*, a component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended, and the Intermodal Surface Transportation Enhancement Act (ISTEA) of 1991.
- HSIP** *Highway Safety Improvement Program*, continued by the BIL/IIJA, a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal land. Specifically, the California HSIP consists of a Strategic Highway Safety Plan, program of highway safety improvement projects, and the railroad-highway grade crossing program.
- GIS** *Geographic information systems*, computer-based tools used to store, visualize, analyze, and interpret geographic data. Geographic data, also called spatial, or geospatial data, identifies the geographic location of features.
- GHG** *Greenhouse gas*, any of various gaseous compounds (such as carbon dioxide or methane) that absorb infrared radiation, trap heat in the atmosphere, and contribute to the greenhouse effect.
- HOT** *High-Occupancy Toll Lanes*, also called “Express Lanes,” allow single-occupant vehicles to use the freeway lane by paying a toll electronically. Most HOT lanes allow carpools to use the lane without charge.
- HOV** *High-Occupancy Vehicle Lanes*, vehicular travel lanes restricted to carpools. Some are only active during high-use commute hours.
- IIJA** *Infrastructure Investment and Jobs Act*, signed in 2021, also known as the BIL provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband. The BIL reauthorizes several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, and rail programs. IIJA/BIL replaces FAST.
- IIP** *Interregional Improvement Program*, under the State Transportation Improvement Program (STIP) reforms of Senate Bill 45, the STIP now consists of two broad programs, the Interregional Improvement Program and the Regional Improvement Program (RIP). The

IIP is funded with 25% of the State Highway Account revenues programmed through the State Transportation Improvement Program.

- IRRS** *Interregional Roadway System*, a series of interregional state highway routes outside of urbanized Areas that provides access to and between the state's economic centers, major recreational areas, and urban and rural regions.
- ISTEA** *Intermodal Surface Transportation Efficiency Act of 1991*, now superseded, mandated planning requirements and created funding programs for transportation projects.
- ITIP** *Interregional Transportation Improvement Program*, funds capital improvements on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion in the STIP. The ITIP has a five-year planning horizon and is updated every two years by the CTC.
- ITS** *Intelligent Transportation Systems*, the application of advanced sensor, computer, electronics, and communication technologies, and management strategies to increase the safety and efficiency of the surface transportation system.
- LOS** *Level of Service*, a qualitative measure of traffic operating conditions whereby a letter grade, A through F, corresponding to progressively worsening traffic conditions, is assigned to an intersection or section of roadway.
- LRSP** *Local Road Safety Plan*, a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. LRSPs are developed to understand and increase transportation safety, with the goal of ultimately reducing severe injury and fatal collisions. LRSPs form the basis for competing for HSIP funding by streamlining and optimizing the application processes.
- MAP-21** *Moving Ahead for Progress in the 21st Century*, a funding and authorization bill to govern United States federal surface transportation spending signed in 2012. MAP-21 was superseded by FAST.
- NEPA** *National Environmental Protection Act*, Federal legislation which created an environmental review process similar to CEQA but pertaining only to projects having federal involvement through financing, permitting, or Federal Land ownership.
- PCI** *Pavement Condition Index*, used to indicate the general condition of a road or other pavement section, provides a numerical index between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition.
- RIP** *Regional Improvement Program*, under the State Transportation Improvement Program (STIP) reforms of Senate Bill 45, the STIP now consists of two broad programs, the RIP

and UP. The RIP is funded from 75% of the new STIP funds, divided by formula among fixed county shares. Each county selects projects to be funded from its county share in its Regional Transportation Improvement Program (RTIP).

- RTIP** *Regional Transportation Improvement Program*, a list of proposed transportation projects submitted to the California Transportation Commission by regional transportation planning agencies for state funding. The RTIP has a five-year planning horizon (previously seven years) and is updated every two years by the CTC.
- RTP** *Regional Transportation Plan*, a state mandated document prepared at least every five years by all regional transportation planning agencies. The Plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon.
- RTPA** *Regional Transportation Planning Agency*, a state designated agency (multicounty or county level-agency) responsible for regional transportation planning to meet state planning mandates. RTPAs can be Local Transportation Commissions, Councils of Government, Metropolitan Planning Organizations, or statutorily created agencies.
- SAFETEA-LU** *Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users*, now superseded, signed into law in 2005 made changes to metropolitan planning processes and authorized the Federal surface transportation programs for highways, highway safety and transit for 2005-2009.
- SHA** *State Highway Account*, the state's primary source for funding transportation improvements. Revenues from state fuel tax (gasoline and diesel fuel excise tax), truck weight fees, and the federal highway funds are deposited into SHA. SHA provides funding for 1) non-capital outlays (maintenance, operations, capital outlay support, etc.), 2) State Transportation Improvement Program (STIP), 3) State Highway Operation and Protection Program (SHOPP), 4) local assistance, etc.
- SHOPP** *State Highway Operations and Protection Program*, a program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a four-year program of projects, approved by the CTC separately from the STIP cycle.
- SIP** *State Implementation Plan*, required by the Federal Clean Air Act Amendment of 1990. The SIP is an air quality plan developed by the California Air Resources Board in cooperation with local air districts for attaining and maintaining Federal Clean Air Act Standards.
- SR** *State Route*, officially State Highway Route, which in California is owned and maintained by the California Department of Transportation (Caltrans). Each highway is assigned a

Route number in the Streets and Highways Code (Sections 300-635). Most of these are numbered in a statewide system, and are known as State Routes. United States Numbered Highways are labeled US, and Interstate Highways are Interstate.

- SS4A** *Safe Streets and Roads for All*, a discretionary grant program established by the IJJA/BIL, with \$5 billion in appropriated funds over 5 years. SS4A supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.
- STA** *State Transit Assistance*, revenues from the excise tax on gasoline and diesel fuel are appropriated to the State Controller's Office by the Legislature for allocation to transit operators by RTPAs.
- STIP** *State Transportation Improvement Program*, a list of transportation projects proposed in RTIPs and ITIPs, which are approved for funding by the CTC.
- TCR** *Transportation Concept Report*, a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service (LOS) and quality of operations that are feasible to attain over a 20-year period. Corridor System Management Plans (CSMP) are sometimes created in lieu of TCRs.
- TDM** *Transportation Demand Management*, refers to policies, programs, and actions that are directed towards decreasing the use of single occupancy vehicles. TDM also can include activities to encourage shifting or spreading peak travel periods.
- TSM** *Transportation System Management*, refers to the use of low capital intensive transportation improvements to increase the efficiency of transportation facilities and services. These can include carpool and vanpool programs, parking management, traffic flow improvements, high occupancy vehicle lanes, and park-and-ride lots.
- VMT** *Vehicle Miles Traveled*, a metric used in transportation impact analysis. SB 743 requires the metric of transportation impact used in CEQA to be updated from LOS and vehicle delay to one that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses for transit priority areas. In late 2018, the Natural Resources Agency adopted updates to the CEQA guidelines, replacing LOS with vehicle miles traveled (VMT). Though LOS can be used for other purposes, such as identifying needs for local roadway improvements and General Plan compliance, lead agencies must now use VMT for CEQA analysis.