
Inyo County Regional Transportation Plan 2015



Final

Prepared for the

Inyo County Public Works

Prepared by



LSC Transportation Consultants, Inc.

Inyo 2015 Regional Transportation Plan

FINAL

Prepared for the

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Executive Summary

Inyo County 2015 Regional Transportation Plan

The Inyo County 2015 Regional Transportation Plan (RTP) provides a coordinated, 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people in the region. As the Regional Transportation Planning Agency (RTPA), the Inyo County Transportation Commission (ICLTC) is required by California law to adopt and submit an approved RTP to the California Transportation Commission (CTC) every five years. The California Department of Transportation (Caltrans) assists with plan preparation and reviews draft documents for compliance and consistency. The RTP must be consistent with other planning guidance in the region such as adopted general plans, airport plans, bicycle plans, and public transit plans.

PUBLIC INVOLVEMENT AND CONSULTATION PROCESS

The ICLTC solicited public comment from a wide variety of groups, including the general public, resource management agencies administering public lands, public/private transportation operators, truck traffic generators, transportation advocacy groups, tribal governments, large land holders and surrounding counties.

REQUIRED DOCUMENTATION

Environmental documentation for an RTP is required under the California Environmental Quality Act (CEQA). The ICLTC has preliminarily determined that the Inyo County 2015 RTP will not result in significant impacts. Therefore, an Initial Study/Proposed Negative Declaration was prepared and is being circulated with this Draft RTP.

REGIONAL CHARACTERISTICS

Inyo County is located in easternmost portion of central California and generally spans the southeastern length of Sierra Nevada Mountains between Bishop on the north and just north of Walker Pass on the south. The county is bordered by the State of Nevada to the east, Mono County to the north and San Bernardino and Kern Counties to the south. Inyo County's landscape includes the low desert of Death Valley, the high desert of the Owens Valley and the dramatic escarpment of the eastern High Sierra including Mt. Whitney at an elevation of 14,495 feet. The City of Bishop is the only incorporated city in the region. Other major communities within the county include Big Pine, Independence, Lone Pine, and Shoshone.

Demographics and Economics

According to the US Census 2013 American Community Survey, Inyo County has a total population of 18,482 people. This represents a 2.9 percent increase over 2000 Census counts. Of this total, roughly 3,856 people live in the City of Bishop. According to American Community Survey 2009 – 2013 five year estimates, predominate ethnicities are White (65.2 percent), Hispanic (19.9 percent), and Native American (10.4 percent). Roughly 5.4 percent of the residents speak English less than “very well”. Just less than 20 percent of the population in Inyo County was age 65 or older in 2013. The California Department of Finance estimates that Inyo County population will grow at a rate of less than one percent annually over the next twenty years.

Five tribal governments own land within Inyo County: Bishop Paiute, Big Pine Paiute, Fort Independence, Lone Pine Paiute Shoshone, and Timbisha Shoshone. US Census data do not reflect the high level of visitors to the region which also has impacts on the regional transportation system. Death Valley National Park alone served on average 897,400 visitors annually between 2000 – 2013. According to National Visitor Use Monitoring (NVUM) surveys conducted in Inyo National Forest in Fiscal Year 2006, there were roughly 3.9 million total estimated national forest visits. During the winter months, Mammoth Mountain Ski Area attracts around 1.4 million skier visits annually. The majority travel on US 395 from the greater Los Angeles area. Heavier traffic volumes occur on US 395 during peak periods as a result.

Inyo County includes several communities which qualify as disadvantaged in terms of certain grant funding. As of 2012 (the most recently available data), the median household income for Inyo County Census Tract 4 (which includes the City of Bishop area) and Census Tract 8 (which extends from Lone Pine across Death Valley to Shoshone) is less than 80 percent of the statewide median income. Greater than 75 percent of students receive a free or reduced lunch at the following schools: Big Pine High, Big Pine Elementary, Keith B. Bright High (Bishop), Death Valley High Academy, and Sierra Alternative Learning Academy (Lone Pine).

Major employers in Inyo County include the land management agencies, school districts, hospitals, Inyo County, City of Los Angeles, and big box stores. Just over half of the 7,387 employed Inyo County residents commuted outside of the county for work in 2011 per the US Census. There are no major development projects or land use changes over the next five years which will impact transportation conditions, particularly as only two percent of land in Inyo County is under private ownership.

REGIONAL TRANSPORTATION SYSTEM

Roadways and Bridges

The Inyo County regional roadway network comprises over 3,500 miles of streets, roads and highways. The roadway network includes paved and dirt roadways owned by the National Park Service, US Forest Service, Bureau of Indian Affairs (BIA) jurisdiction and the Bureau of Land Management.

The primary roadway serving Inyo County is US 395 which travels north/south and connects the county to urban areas of Reno, NV and the greater Los Angeles area. Other state highways include US 6, and State Routes (SR) 127, 136, 168, 178, and 190. There are a number of State Highways and county maintained roads that provide access for residents and travelers to small communities and recreational areas in the Sierra Nevada. These include: Pine Creek Road, SR 168, South Lake Road, Sabrina Road, Glacier Lodge Road, Onion Valley Road, Whitney Portal Road, Horseshoe Meadows Road, and Nine Mile Canyon Road.

Traffic Data

The highest average annual daily traffic volume in Inyo County in 2013 (the latest year for which data is available) was observed in Bishop along US 395 at the intersection with SR 168 (14,900). The lowest traffic volumes occurred on SR 168 at the Inyo Mono County line in Fish Lake Valley (170). Generally, traffic volumes on US 395 in the Bishop area have decreased over the past ten years. US 395 traffic volumes only increased near Lone Pine and Pine Creek Road (north of Bishop). Traffic volumes have increased in some of the recreational areas such as South Lake Road on SR 168 near Death Valley Junction at SR 127 and Stateline Road at the Death Valley NP South Boundary. However, traffic volumes through the National Park on SR 190 have decreased. Daily vehicle miles travelled in Inyo County

decreased by seven percent from 2008 to 2013 (California Public Road Data). The county average Pavement Conditions Index (PCI) is 62 out of 100, as of 2014. The average PCI for the City of Bishop is 56.

Caltrans has designated LOS “C” as the concept LOS for Inyo County state highway segments. According to recent Caltrans Transportation Concept Reports and LSC estimates using the Highway Capacity Manual, only the section of US 395 in the Olancho – Cartago area currently operates at LOS D, below the concept LOS. After the construction of the proposed four lane highway project, LOS is anticipated to improve to “A” on this roadway segment.

A total of 111 serious (injury and/or fatality) accidents were recorded in Inyo County in 2013 by California Highway Patrol (CHP). Three of these accidents involved fatalities. The majority of the accidents (77 accidents) were “solo” auto or motorcycle accidents. The US 395 corridor has had a history of accidents, particularly in the section that remains a two-lane highway.

In Inyo County, there are a total of 29 state highway bridges and 37 local bridges. Eleven of the local bridges have a sufficiency rating of 80 or below; thereby qualifying for funding for rehabilitation funding under the Highway Bridge Program. Of the local bridges, one bridge is considered structurally deficient. An additional two bridges in the county are considered functionally obsolete.

Transit Services

The Eastern Sierra Transit Authority (ESTA) was formed through a Joint Powers Agreement (JPA) between Inyo County, Mono County, City of Bishop and Town of Mammoth Lakes in 2006. Public transit service consists of a variety of demand-response, fixed route, deviated fixed route and intercity connections to multiple communities in both Inyo and Mono Counties. The service is operated out of facilities in Bishop, Mammoth Lakes, Lone Pine, Walker and Tecopa. Maintenance is contracted with outside vendors throughout the region. Other human service agencies such as Inyo-Mono Association for the Handicapped (IMAH), Toiyabe Indian Health Project, Eastern Sierra Area Agency for the Aging (ESAA), Big Pine Education Center provide transportation services for clients.

Non-Motorized Facilities

Non-motorized facilities encompass a wide variety of transportation improvements designed to provide safety and greater mobility for bicyclist, pedestrians, skateboards etc. For pedestrians this includes, sidewalks, crosswalks, push button signals, and curb ramps. Currently, there are some Class I bicycle paths in the Bishop and Death Valley area as well as Class II/III bicycle lanes/route in Bishop, Wilkerson, and Tecopa.

Sidewalks are generally limited to those streets within a block of US 395 and along US 395 through the center of Inyo County communities. There is also an extensive network of sidewalks in the Meadow Creek subdivision. The City of Bishop has also constructed sidewalks along many of the streets within the incorporated portion of Bishop. Crosswalks exist along US 395 in the communities of Bishop, Lone Pine, Big Pine and Independence.

Aviation Facilities

There are seven publicly operated airports in Inyo County and six private air strips. These include the Bishop Airport, and the Independence, Lone Pine, and Shoshone Airports which are operated by Inyo County. Trona Airport is operated by the Searles Valley Community Services Council and Stovepipe Wells and Furnace Creek airports are owned and operated by the National Park Service. There is also a

public backcountry dirt airstrip in Saline Valley in Death Valley National Park. The Bishop Airport is the only airport in Inyo County which can accommodate regularly scheduled commercial air freight service. For commercial airline service, Inyo County residents must travel to the nearby Mammoth Lakes Airport or south to the Inyokern Airport in Kern County.

Goods Movement

The Surface Transportation Assistance Act (STAA) sets forth specific dimension requirements for trucks related to the overall length, length of semitrailer and length from the King Pin to Rear Axle (KPRA). US 395 and US 6 are part of the National STAA network while SR 127 is part of the Terminal Access STAA network. All other state highways in Inyo County are designated California Legal or California Legal Advisory routes. STAA sized trucks are not allowed on these highways.

A review of historical truck traffic on Inyo state highways shows that truck traffic has generally decreased over the last seven years on US 395 with the exception of at SR 168 and US 6 in Bishop. SR 190 between Olancho and Junction with SR 136 has seen an increase in truck traffic of 10 to 18 percent from 2006 - 2013. Truck traffic has also increased on SR 168 between Brockman Lane and US 395 (3 to 12 percent increase). The largest decrease in truck traffic during the seven year period was observed on US 395 just south of the SR 168 junction in Big Pine (167 trucks per day).

There is no passenger or freight rail service in Inyo County. There are several rail corridors where the tracks have been removed. The limited rail facilities are used for recreational purposes or historic interest. It is anticipated that freight or passenger rail facilities will not expand in Inyo County over the next 20 years.

Transportation Systems Operations and Management

Rideshare databases and websites are a good method of matching commuters and thereby reducing the number of vehicles on the road. ESTA administers a small vanpool program between Mammoth Lakes and Bishop.

AIR QUALITY

Air quality is a significant consideration in planning for and evaluation of transportation systems. Both state and federal law contain significant regulations concerning the impact of transportation projects on air quality. Inyo County is considered “in attainment” or unclassified for every federal air quality standard except for the PM-10 standard, which is not in attainment in the Owens Valley area. As for state standards, Inyo County is not in attainment for PM-2.5 and PM-10. In the Owens Valley area, PM-10 pollution is directly related to windblown dust from the dry Owens Lake Bed. The Great Basin Unified Air Pollution Control District prepared a State Implementation Plan (SIP) for PM-10 in 2008 with a 2013 amendment. The majority of the SIP addresses mitigation measures for LADWP to reduce windblown dust in the Owens Lake area. The plan does not attribute PM-10 levels to transportation. Thus, this RTP can be considered to be in compliance with air quality plans.

REGIONAL TRANSPORTATION NEEDS AND ISSUES

Inyo County experiences many of the same regional transportation issues as other rural counties in California. The following list summarizes the region’s most important issues:

- ◆ Funding – There is a shortage of revenues to carry out an adequate maintenance and rehabilitation program, needed road and bridge improvements, and maintenance needs for local roads and state highways.
- ◆ Demographics and Economics – Disadvantaged areas exist within the communities of Bishop and Lone Pine. Residents of these communities have fewer resources available and therefore are generally more dependent on alternative modes of transportation, such as transit, bicycling, or walking.
- ◆ Roadways – Traffic congestion and unsafe driving conditions occur on US 395 between Olancha and Cartago. A large portion of local roadways are in need of rehabilitation. Connectivity is an issue in the Bishop area and tribal communities where there are many dead end and discontinuous streets.
- ◆ Transit – In addition to replacing vehicles as they reach the end of their useful life, improvements such as sidewalks and curb cuts in the City of Bishop and adjoining areas will help for the loading/unloading of passengers with wheelchairs and other disabilities. There is also a long-term need for improvements to the operations facility for ESTA at the Bishop Airport.
- ◆ Bicycle and Pedestrian – There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists, and residents alike. Wider shoulders, bike lanes and paths will greatly increase safety in the region while way-finding signage, sidewalks and connections between communities and trailheads will improve the overall experience for both visitors and residents. Sidewalks, crosswalks, and lighting are particularly important for residents with disabilities.
- ◆ Aviation – It is important to continue to maintain Inyo County airports at a safe and acceptable level. There is also the long-term potential to reinstate commercial air service at the Bishop Airport. This will require security and other airport improvements.
- ◆ Goods Movement - Trucking is the primary form of goods movement in Inyo County. The potential for issues arise in the downtown areas of communities where bicycle/pedestrian travel is more common. Maintaining state highways to a level that is sufficient for goods movement and providing adequate truck parking will continue to be an important regional transportation need.

REGIONAL TRANSPORTATION GOALS

The ICLTC proposes the following general regional transportation goals:

Goal 1: Streets, Roads, and Highways Maintained at a Safe and Acceptable Level

Goal 2: A Transportation System Which Is Safe, Efficient, and Comfortable, Which Meets the Needs of People and Goods, and Enhances the Lifestyle of the County's Residents

Goal 3: Maintain Adequate Capacity on State Routes (SRs) and Local Routes in and Surrounding Inyo County and City of Bishop

Goal 4: Provide Effective, Economically Feasible, and Efficient Public Transportation in Inyo County That Is Safe, Convenient, And Efficient, Reduces the Dependence on Privately Owned Vehicles, and Meets the Identified Transportation Needs of the County, Emphasizing Service to the Transportation Disadvantaged

Goal 5: Encourage and Promote Greater Use of Active Means of Personal Transportation in the Region

Goal 6: Provide for the Parking Needs of Local Residents, Visitors, and Tourists

Goal 7: Enhanced Airports in the County

Goal 8: Encourage and Pursue Railroad Facilities in the Region

Goal 9: Incorporate New Developments in Transportation Technology, Including ITS Approaches

Goal 10: Management of the Transportation System

Goal 11: Transportation Demand Management (TDM)

Goal 12: Land Use Integration

Inyo County adheres to these goals as demonstrated in the RTP capital improvement project lists. Additionally, these goals reflect existing conditions in the county.

PLAN ASSUMPTIONS

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions. The RTP sets forth planning assumptions for: environmental conditions, travel mode choice, traffic projections, population growth, visitor use, and inflation projections.

TRANSPORTATION SAFETY AND SECURITY/EMERGENCY PREPAREDNESS

The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter. Transportation safety is a main concern for roadways and non-motorized transportation facilities in the Inyo region.

In the Inyo County region, forced evacuation due to natural disasters such as wildfire is the most likely evacuation scenarios. Evacuation routes and other methods of evacuation are identified in the RTP. The best preventative measures with respect to this document for an emergency evacuation would be to continue to implement projects in the RTP which upgrade roadways, airport facilities and public transit.

FUNDING STRATEGIES

As demonstrated in the Financial Element, there are insufficient revenue sources available to construct all RTP transportation improvements identified in this plan over the next twenty years. Therefore a basic funding strategy should be developed to help prioritize regional transportation improvements.

Balanced Focus – Stakeholders and the public have indicated that funding should be focused on a variety of transportation needs. Over the short-term, expanding the state highway system is a top priority to increase safety and maintain an acceptable LOS. However, pavement management reports have indicated the need for local roadway rehabilitation. A balanced focus also includes an emphasis on alternative types of transportation improvement such as non-motorized facilities and public transit. This RTP update follows the balanced focus funding strategy.

REGIONAL TRANSPORTATION IMPROVEMENT PROJECTS

Chapter 4 of this document, the Action Element, includes a series of tables listing both financially constrained and financially unconstrained roadway, bridge, transit, aviation, and bicycle/pedestrian projects which will address the needs and issues identified in the earlier chapters of the RTP. ICLTC has developed project level performance measures and desired outcomes to evaluate potential RTP projects. Further, through prior RTP updates, project selection criteria was developed in an effort to maximize limited funding opportunities for transportation improvement projects. In the Action Element tables, RTP projects are linked to performance measures, purpose and need categories and adopted RTP goals.

TRANSPORTATION FUNDING PROGRAMS

The Financial Element describes numerous federal, state, and local funding sources and programs that are available to the ICLTC for transportation programs. Unfortunately many of these funding sources are discretionary and allocated on a competitive basis and are therefore very difficult to predict. The primary state transportation funding source is fuel tax revenues which have been decreasing over time accounting for inflation and as vehicles have become more efficient. This RTP is based on a very conservative outlook on transportation funding over the next 20 years and includes a large financially unconstrained or “wish list” project list.

As part of the Financial Element, recurring roadway, bridge, aviation, and transit revenues were forecasted over the next 20 years by using a variety of methods. Estimated costs to meet designated “financially constrained” transportation needs meet projected funding available for the regional transportation system. If financially unconstrained projects are considered, there will be a shortfall of \$147.6million over the 20-year planning period.

INYO COUNTY STRATEGIES TO REDUCE GHG EMISSIONS

RTPAs that are not located within the boundaries of a metropolitan planning organization (which ICLTC is not) are not subject to the provisions of SB 375 that require addressing regional GHG targets in the RTP and preparation of sustainable community strategies. With the exception of the remaining 2 lane section of US 395, the Inyo region experiences little traffic congestion. As demonstrated in Chapter 2, overall traffic volumes on Inyo state highways have generally decreased in the last ten years. As such, the Inyo region is not a significant contributor to statewide GHG emissions. Regardless, this RTP identifies improvements to bicycle and pedestrian facilities which will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce GHG emissions. Given the importance of the consideration of climate change in transportation planning, this RTP outlines the following strategies to reduce GHG emissions:

- Implement Active Transportation Project Improvements
- Implement Transit System Improvements
- Expand Vanpool/Rideshare Programs

ENVIRONMENTAL IMPACT

In compliance with California Environmental Quality Act Guidelines, an Initial Study Checklist and Negative Declaration was prepared for the RTP, providing environmental analyses and a general overview of the potential impacts of proposed projects.

The RTP is a general planning document containing policies, guidelines, and lists of potential projects to meet regional transportation needs. Preparation and adoption of the RTP represents long-term transportation planning for the Inyo County region, and by definition does not examine individual projects that would have individual impacts. Specific environmental impacts of projects discussed in the RTP will be addressed on an individual basis at the time of each project review. The Initial Study checklist found that there will be no significant environmental impact resulting from adoption of this plan.

As the Regional Transportation Planning Agency (RTPA) for the region, the Inyo County Transportation Commission (ICLTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) at least every five years. The region is defined as geographic Inyo County, California. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan. The RTP for the Inyo region was last updated in 2009. After this update to the RTP, the ICLTC has agreed to update the RTP at least every four years. In exchange, the City of Bishop and County of Inyo will only be required to update the Housing Element to their respective General Plan once every eight years.

The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, rail, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to a divided highway on a state highway to purchase of new transit buses to installing fences at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Inyo County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

This RTP document first presents an explanation of the regional transportation planning process, followed by information on the state of the region, including the local government entities as well as the Native American tribal governments. Regional issues, needs, and problems are identified within the existing conditions section and summarized in the policy element. Related goals, objectives, and policies are provided in the policy element along with performance indicators and measures. Appropriate solutions and actions are next discussed by transportation mode in the action element in the form of improvement project lists over the short- and long-term planning horizons. Finally, a discussion of finances is included that considers a comparison of costs and revenues.

The intent of this RTP is to provide the region with a coordinated transportation system and be a guideline for decision makers over the RTP plan period. A *Draft RTP* was circulated for public review and comment along with an accompanying environmental document. All appendices in the RTP are incorporated herein by reference. Acronyms and terms used in this RTP are listed and defined in Appendix A.

PLAN DEVELOPMENT REQUIREMENTS AND PROCESS

State Planning Requirements

State regional transportation planning requirements have evolved over the years. A brief history of the laws that have shaped the RTP process and requirements is presented below:

- ◆ The Transportation Development Act of 1971 (SB 325) resulted in the formation of the ICLTC as the RTPA to administer and allocate funds provided by the Act.
- ◆ Assembly Bill 69, enacted in 1972, created Caltrans and established requirements for preparation and administration of State and Regional Transportation Plans. Under this law, each RTPA is required to prepare and adopt an RTP with coordinated and balanced transportation systems consistent with regional needs and goals.
- ◆ In 1997, the Transportation Funding Act (SB 45) mandated major reforms impacting many areas of transportation planning, funding, and development. This sweeping legislation overhauled the State Transportation Improvement Program (STIP), providing for greater “regional choice,” with 75 percent of the program’s funds to be divided by formula among the regions. Periodically, each RTPA selects projects to be funded from its STIP share and lists them in its Regional Transportation Improvement Program (RTIP). Every RTIP adopted by a local agency must be consistent with its RTP.
- ◆ California Government Code 14522 requires that the CTC develop RTP Guidelines to facilitate the preparation, consistency, and utilization of RTPs throughout the state. In recent years there have been two updates to the RTP Guidelines (2007 and 2010). The 2007 RTP Guidelines incorporated several key changes to the RTP process to address changes in the planning process resulting from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, which is the most recent Federal surface transportation act):
 - An expanded public participation and public agency consultation process
 - Increased attention to environmental considerations
 - Safety and security issues
 - Expanded financial plan discussion
 - Expanded discussion on congestion and corridor management
 - Greater coordination with other related transportation planning and programming documents
 - Refined transportation system performance measures
 - Increased the RTP update requirement to every five years

The 2010 RTP Guidelines incorporated new regulations set forth by SB 375 and the addendum to the 2007 RTP Guidelines. SB 375 requires the Metropolitan Planning Organizations (MPOs) in California to address in their RTPs how the region will meet greenhouse gas emission reduction targets as specified by the California Air Resources Board (CARB). Although RTPAs (such as the ICLTC) are not subject to the stipulations of SB 375, incorporating strategies to reduce greenhouse gas emissions in the region is identified in the Guidelines as an important part of regional transportation planning for rural counties.

RTP PROCESS

The ICLTC is responsible for the preparation of the Inyo region’s RTP. The ICLTC must ensure that all of the requirements of the RTP process (as listed in Appendix B) are met. The ICLTC prepares a draft

document that includes all of the required elements and solicits public comment from a wide variety of groups, including the general public, the Native American tribes, natural resource agencies, and adjacent county RTPAs. Appropriate environmental documentation in conformance with the California Environmental Quality Act (CEQA) and an Air Quality Conformity Finding, as applicable, are also prepared and distributed to the groups noted above. Responses are prepared to any comments received through this process and included in the final document. The ICLTC then adopts the RTP and environmental documentation in accordance with state and federal requirements.

After adoption, the ICLTC is responsible on an ongoing basis for keeping the RTP current with respect to changing conditions throughout the region. As new or redefined projects are needed, the action and financial sections are amended.

Participation and Consultation Process

The planning of the regional transportation system is accomplished through the coordination of various governmental agencies, advisory committees, and public input. The organizational structure and composition of the ICLTC and advisory groups involved in the development of the RTP are as follows:

- ◆ The **ICLTC**, serving as the RTPA, includes three appointed representatives from the City of Bishop and three appointed representatives from the County of Inyo. The Caltrans District 9 Director is a non-voting ex-officio member of the LTC. The ICLTC is staffed by an Executive Director, Executive Secretary and other Inyo County or City of Bishop staff as necessary.
- ◆ The **Social Services Transportation Advisory Council (SSTAC)** is a transit specific advisory committee established by the Transportation Development Act (TDA). In Inyo County, the Council meets annually to discuss unmet transit needs particularly those of the disadvantaged.
- ◆ **Caltrans** is responsible for the design, construction, maintenance, and operation of the State Highway System and that portion of the Interstate Highway System within California. Enacted in 1972, Assembly Bill 69 set down the basic framework for Caltrans. Headquartered in Sacramento, Caltrans has twelve district offices throughout the state. Inyo County is located in District 9, with offices in Bishop. District 9 staff members serve as liaisons to the ICLTC.

A public involvement program is required for each RTP and is intended to provide reasonable opportunity for citizens, private and public transit and freight operators, tribal governments, and other interested parties to participate early in the process. ICLTC RTP Public Involvement Procedures were originally developed for the 2009 RTP and presented in Appendix C. These procedures are consistent with the 2010 RTP Guidelines. In accordance with the Public Involvement Procedures, the entities listed below were contacted for information, invited to a public workshop and solicited for input:

- Tribal Entities
- Adjacent County Regional Transportation Planning Agencies (RTPAs)
- Local, State, and Federal Resource Agencies
- Great Basin Unified Air Pollution Control District
- Truck Traffic Generators
- Public Transit Operators
- Private Transportation Operators
- Transportation Related Advocacy Groups

Appendix D presents correspondence with agencies/stakeholders contacted as well as copies of flyers and advertising materials for public input. Table 1 below lists specific events in the participation/consultation process pertaining to this RTP to date.

TABLE 1: Participation Process During RTP Development		
Participant	Activity	Date
Study Steering Committee	Project Kick-off Meeting	10/10/2014
Tribal Governments (NAHC, Benton Paiute, Big Pine Paiute, Bishop Paiute, Fort Independence, Lone Pine Paiute-Shoshone, Timbisha Shoshone)	Contacted Requesting Input and Invite to Public Workshop	11/19/2014
Natural Resource Agencies (BLM, USFS, NPS, CA Fish & Game, WQCB, APCD, LADWP)	Contacted Requesting Input and Invite to Public Workshop	11/19/2014, 11/20/2014, 12/08/2014
Private Sector Truck traffic generators, private transportation operators	Contacted Requesting Input	12/10/2014
Adjacent RTPAs Mono LTC, Kern COG, SANBAG, Nye County	Contacted Requesting Input	12/8/2014, 12/09/2014
Public and Human Service Transportation Operators ESTA, IMHA, ESAAA	Contacted Requesting Input and Invite to Public Workshop	11/19/2014, 12/09/2014
Transportation Advocacy Groups Aerohead Cycles, Adventure Trails, Eastside Velo, Eastern Sierra Shuttle	Contacted Requesting Input and Invite to Public Workshop	11/20 - 21/ 2014

Tribal Governments

There are five Native American tribal governments located in geographic Inyo County:

- Big Pine Paiute Tribe
- Bishop Paiute Tribe
- Fort Independence Tribe
- Lone Pine Paiute-Shoshone Tribe
- Timbisha Shoshone Tribe

The ICLTC encourages input from Native American Tribes on transportation related planning issues on a regular basis including through the Inyo County Social Service Technical Advisory Committee (SSTAC) unmet transit needs process. For this RTP update, representatives from each tribal entity were contacted

and emailed a description of the RTP, request for input and a copy of the public workshop flyer. The Bishop Paiute Tribe provided a copy of their most recent *Tribal Transit and Transportation Plan* along with draft plans for a new pedestrian path on the reservation. The *Bishop Reservation Pedestrian and Bicycle Safety Plan* (2007) and the *Bishop Reservation Long Range Transportation Plan* (2007) were also reviewed as part of this process. Other tribal entities have not provided input at present. A discussion on tribal transportation needs for each transportation facility type can be found in Chapter 2. Coordination with tribal representatives will continue throughout the RTP process.

Affected Regional Transportation Planning Agencies

An important part of the RTP consultation process is to contact RTPAs in adjacent counties which may be affected by the Inyo RTP. Inyo County borders Mono County to the north and Kern County and San Bernardino County to the south. Western Inyo County borders Fresno and Tulare County but there are no transportation links between these counties, as this is the Sierra Nevada Crest. To the east, Inyo County borders Esmeralda, Nye and a tiny portion of Clark County in Nevada. In terms of inter-county transportation connections to Nevada, Nye County has the only direct connections to Inyo County. The ICLTC, Mono County Local Transportation Commission (LTC), Kern Council of Governments (COG), and San Bernardino Associated Governments (SANBAG) have entered into multiple Memorandum of Understanding to leverage Interregional Transportation Improvement Program (ITIP) funds for top priority projects along the US 395 and State Route 14 corridors from Interstate 15 to the Mono County/Nevada State line and including State Route 120 in Mono County. The top priority MOU project is the Olancho to Cartago four lane project. All four members of the MOU along with Nye County were contacted for input in this RTP update. To date two have responded.

Kern Council of Governments

Kern Council of Governments (COG) staff indicated that the SR 14/US 395 corridor is important as it provides Kern County residents with access to multiple recreation destinations in the Eastern Sierra. Inyo County's public transit system, Eastern Sierra Transit Authority (ESTA) travels between Lancaster and Reno, providing Kern County residents with transportation to Eastern Sierra communities and services in Reno. Kern COG hopes to see the construction of high speed rail services as far north as Inyo County over the next twenty years. One important issue which will continue over the long term is the competition of Federal Highway Administration funding between RTPAs. There is also a current move toward Sustainable Growth Communities, (SGC), Active Transportation Program (ATP), and Cap and Trade funding programs that may impact the competitive funding actions of planning agencies. Kern COG would like to continue short and long range transportation planning efforts with the Eastern Sierra Planning Partnership.

Mono County

Mono County representatives stated that the two counties have had a long standing history of productive teamwork and hopes that two counties continue their transportation planning relationship. In addition, Mono County offered that following input going forward:

- ◆ Collaborate on improvements and planning efforts on roads of common interest, such as Rock Creek Road, and to consider other opportunities for routes such as Lower Rock Creek Road, Highway 6, and Highway 168;
- ◆ Participate in the Eastern California Transportation Planning Partnership, and continue multi-county MOUs for State Transportation Improvement Program (STIP) programming purposes;

- ◆ Share information on local initiatives, such as the ATV Adventure Trails, and address related signage concerns near the county boundary;
- ◆ Consider complimentary opportunities for scenic highway and scenic byway planning for Highway 395, such as past CURES interpretive improvements;
- ◆ Support common efforts to highlight and enhance community Main Streets situated along state highways, including recommendations from the Eastern Sierra Corridor Enhancement Plan;
- ◆ Address transit matters, such as recent transit plans and audits;
- ◆ Investigate participation in YARTS, noting that YARTS is currently considering adding Fresno and Tuolumne as new members;
- ◆ Link our trail and bikeway plans;
- ◆ Address common regional transportation environmental issues, such as sage grouse, frogs and toads, and deer migration routes;
- ◆ Work with Caltrans on common planning studies, such as the origin and destination studies;
- ◆ Support Digital 395 and last mile provider infrastructure coordination.

Environmental Agency Consultation

The 2010 RTP Guidelines state that “*the RTP shall reflect consultation with resource and permit agencies to ensure early coordination with environmental resource protection and management plans.*” The following natural resource agencies/land holders were contacted and input and relevant resource maps or plans were requested. Copies of all correspondence can be found in Appendix D.

- Inyo National Forest
- Bureau of Land Management
- California Department of Fish and Wildlife
- Lahonton Regional Water Quality Control Board
- Death Valley National Park
- California Department of Fish and Wildlife
- Los Angeles Department of Water and Power
- Great Basin Unified Air Pollution Control District
- China Lake Naval Weapons Center

Findings and input from environmental agencies who responded are summarized below.

Inyo National Forest

Inyo National Forest encompasses a significant proportion of the Eastern Sierra Nevada Mountains along with the White Mountains and a portion of the Inyo Mountains in Inyo County. Inyo National Forest was contacted to solicit input on the RTP process and invited to the public workshop. Two representatives from the Inyo National Forest attended the public workshop in Bishop. The issue of limited parking at popular trailheads (such as Whitney Portal) was raised as well as the need for increased connectivity between trailheads and Inyo County communities. Inyo County has two short-term Federal Lands Access Program (FLAP) projects that will reconstruct Whitney Portal Road and Rock Creek Road (only the last

mile is in Inyo County) and both include portions on USFS land. The Forest Service is actively studying ways to increase circulation, improve parking and non-motorized access to popular trail heads. The *Inyo National Forest Alternative Transportation Study* and *Whitney Portal Alternative Transportation Study* were also reviewed as part of this RTP update.

Bureau of Land Management

A significant amount of land in the Owens Valley corridor is managed by the Bureau of Land Management (BLM) Bishop and Ridgecrest offices. Specific points of interest include the Alabama Hills, Fossil Falls, Tungsten Hills, Inyo Mountains, Panamint Valley, Amargosa River Canyon, and the Volcanic Tableland. BLM land is popular for rock climbing, hiking as well as OHV use. BLM representatives were invited to the public workshop and provided with a brief description of the project. Representatives provided input with respect to Active Transportation Program projects.

The BLM's Facility Asset Management database hosts a complete inventory of trails and facilities along with their current condition. Facility condition assessments are conducted on a regular schedule and determine where BLM directs federally appropriated maintenance and engineering funds. The BLM is always open to input from various user groups such as mountain bikers, climbers, and OHV users as to how to improve recreational transportation facilities. Funding from federal and state transportation grant programs is always helpful in accomplishing recreation objectives on public land. The BLM hopes to qualify for such funds in the future so that they can continue to improve transportation and recreation infrastructure to best meet public needs.

One particular area of interest in Inyo County is the Alabama Hills Special Recreation Management Area (SRMA) which attracts a wide variety of users from movie buffs to climbers. The Alabama Hills Interpretive Plan sets forth guidelines and recommendations for interpretation and environmental education at the Alabama Hills SRMA. These plans were reviewed as part of the Inyo RTP/ATP plan development process.

Death Valley National Park

National Park Service (NPS) holdings in Inyo County include Death Valley National Park and Manzanar Historic Site. Death Valley National Park encompasses over 3,000,000 acres and receives around 1,000,000 visitors per year. Many of the park roads both paved and unpaved were built in the 1930's and therefore are narrow and winding. Two airports are located within the park: Furnace Creek Airport and Stovepipe Wells Airport. There is also a dirt airstrip located at Saline Valley. Roughly 200 visitors per year arrive at Death Valley via aircraft.

Death Valley National Park provided detailed input to both the development of this RTP and the Active Transportation Plan. Specific issues as noted by the NPS are outlined in the existing conditions section under their respective transportation facility.

California Department of Fish and Wildlife

As part of the consultation process, the California Department of Fish and Wildlife was contacted for input. To date, no input has been provided, however, the California Wildlife Action Plan was reviewed below:

As a requirement for receiving funding under the State Wildlife Grants Program, states must develop a Wildlife Action Plan. In California the *California Wildlife: Conservation Challenges* was developed in 2005. This document was reviewed as part of the RTP process. There are three conservation challenges

listed in the document which pertain to a discussion of regional transportation planning: growth and land use management, recreational pressures, and climate change. The plan is currently being updated and will be complete in 2015.

New housing and commercial development is quite limited in Inyo County as the majority of the region is public land. Therefore, there is limited pressure on wildlife from development and expansion. Much of Inyo County is subject to recreational pressures. Climbing, hiking, camping, and off-road vehicle use is common in the region. All these activities can disturb wildlife. The California Wildlife Action Plan cites information kiosks and the management of garbage and sewage at visitor information centers as a method for managing recreational use and educating the public about wildlife. As indicated in the Inyo County Active Transportation Plan, there are plans to provide signage, kiosks, and trails to direct users around sensitive wildlife and habitat in the Lower Owens River and Lone Pine area.

Climate change has far reaching consequences on wildlife and wildlife habitat in Inyo County, ranging from above normal temperatures to changes in water/rainfall patterns to increased wildfires. As vehicle emissions have been linked to climate change, an increase in vehicle traffic will increase the negative effects of climate change. As discussed later in the Action Element, this RTP does not include projects that will significantly increase vehicle traffic (and associated greenhouse gases) in Inyo County. Additionally, Caltrans data shows that overall traffic volumes in Inyo County have decreased over the last ten years.

Owens Valley Area and Los Angeles Department of Water and Power LADWP

Los Angeles Department of Water and Power (LADWP) is the primary land owner in the Owens Valley in Inyo County with over 310,497 acres. The *Owens Valley Land Management Plan* (OVLMP) 2010 provides management direction for resources on all city of Los Angeles-owned lands in Inyo County, California, excluding the Lower Owens River Project (LORP) area. Much of LADWP land is available for public day use and/or is leased to other entities such as the City of Bishop or ranchers. Bicycling, hiking, and OHV use is permitted on existing trails except where posted. The OVLMP identified modifying the location and intensity of recreational activities to meet environmental and land use goals. Recreational impacts pertinent to this RTP are associated with roads, OHV use, parking areas and stream bank access.

The Lower Owens River Project (LORP) was identified in a 1991 EIR as mitigation for impacts related to groundwater pumping by LADWP from 1970 to 1990. The primary goal of the project was to release water to the lower Owens River and to restore the ecosystem while providing for sustainable recreation, livestock grazing, agriculture and other activities. The LORP area includes 77,656 acres near Lone Pine and Independence and includes nearly 62 miles of river. The return of water flow in the Lower Owens River has enhanced recreational opportunities for both residents and visitors. The Lower Owens River Project Recreation Use Plan was drafted to minimize conflicts between recreation users, resource conservationists, water providers, and ranchers.

The LORP Recreation Use Plan proposes several projects which are relevant to this RTP:

- ◆ Lower Owens River Trail – A multi-use trail for motorized and non-motorized users along almost the entire length of the river in the project area using established roads and trails. Some of the USFS roads will require maintenance and grading.
- ◆ Kiosks and Staging Areas – Six locations including kiosk, gravel driveway and parking area

- ◆ Directional Signage – Along US 395 at LORP gateway locations to direct users to the appropriate staging areas
- ◆ Other hiking, biking trails and signage throughout the interior of the project area

Representatives from LADWP were contacted for input and invited to the public workshop. LADWP responded with a letter voicing concerns with bicycle and pedestrian projects identified in the 2008 Inyo County Collaborative Bikeways Plan. Copies of this correspondence are presented in Appendix D. LADWP's concerns can be summarized as follows:

- ◆ Right of way acquisition or dedication will be required for many of the proposed bicycle projects.
- ◆ Marketing and promotion of bicycle paths on LADWP land may lead to liability issues.
- ◆ Projects should not interfere with LADWP operations and routine maintenance activities
- ◆ It will be important to establish who will be responsible for maintenance of paved bicycle paths
- ◆ Projects should not interfere with LADWP lessee activities
- ◆ Some proposed bicycle projects are located in wetlands and will require careful environmental analysis

As the various entities consider implementation of the bicycle and pedestrian projects listed in the Inyo County Collaborative Bikeways Plan and this RTP, more detailed analysis should be performed in collaboration with LADWP so as to provide the greatest safety and mobility for Inyo County residents with the least negative impact on the environment and private land holders. This RTP contains a policy which addresses LADWP concerns.

Great Basin Unified Air Pollution Control District

A description of air quality conditions and how they relate to regional transportation is included in the Air Quality Section of Chapter 2. The District responded to request for comments, citing dust control regulations which may relate to transportation improvement projects as well as requirements for cement and asphalt plants. Additionally, the district references air quality requirements for diesel vehicles.

Lahontan Regional Water Quality Control Board

The Lahontan Regional Water Quality Control Board responded to the proposed Negative Declaration circulated along with this RTP encouraging the ICLTC to take this opportunity to promote proper watershed management, support Low Impact Development and reduce the effects of hydromodification in the region. The Water Board recommended becoming an active stakeholder in the development of watershed management plans in the region as well as minimizing surface runoff during project construction through Low Impact Development strategies. Storm water management, such as the implementation of swales or vegetated infiltration basins, is an important consideration along roadways and applicable to this RTP. Hydromodification is the alteration of the natural flow of water through the landscape. It was recommended that guidelines be developed for reducing hydromodification when implementing transportation improvements. It was also noted that many activities included as a part of the various transportation improvement projects such as streambed alteration or land disturbance may require permits from the state and/or regional water quality boards.

In order address these comments a new objective and policy was added to the Policy Element to provide clear direction to the ICLTC and local project implementing agencies when considering environmental impacts of transportation projects.

Public Transit Operators

Inyo County is currently served by the Eastern Sierra Transit Authority (ESTA), and various human service transportation providers. ESTA provides public transit connections from as far south as Lancaster in Kern County to Reno in Nevada. The ESTA Executive Director was contacted for input and attended the public workshop along with representatives of transportation providers for disabled or disadvantaged residents such as the Inyo Mono Association for the Handicapped and Eastern Sierra Area Agency for the Aging. Public transit regional transportation needs and issues are outlined in the modal discussion section of Chapter 2.

Private Sector

An important user of the regional transportation system is the private sector. In Inyo County, this includes businesses which generate a significant amount of truck traffic on Inyo County highways as well as private transportation providers.

Truck Traffic Generators

Goods movement is an important part of the regional transportation system as well as the economic vitality of the region. US 395 carries between 470 to 1,200 trucks per day, depending on specific location. Truck traffic generators representing beverage distributors and mining operations in Inyo County were contacted to obtain input on the regional transportation system. The mining company contacted generally use back roads to travel between destinations while the beverage distributor typically uses US 395 south of Olancha. No major deficiencies in the regional transportation system were cited by the truck traffic generators.

Private Transportation Operators

The private transportation operator, Eastern Sierra Shuttle Service, transports clients between mountain trailheads and Inyo County communities. Some of the trailheads can only be accessed using four wheel drive vehicles and the roadways leading to the trailheads can sometimes be intimidating for visitors. Eastern Sierra Shuttle Service identified the following roadways which are considered in poor shape:

- Taboose Creek Road – Access Taboose Pass trailhead
- Foothill Road and Forest Service Roads – Access Shepherd Pass trailhead
- North Fork of Oak Creek Road – Access Baxter Pass trailhead
- Division Creek Powerhouse Road – Access Sawmill Pass trailhead
- North Lake Road – Narrow roadway with steep drop offs – Access fishing and the Paiute Pass trailhead
- Mc Murray Meadows Road and Forest Service Roads to access Red Lake trailhead

The operator also indicated a need for a parking/loading zone area at Whitney Portal, as this area can get congested on peak weekends. Road closures as part of the Whitney Portal Road resurfacing project may also cause some issues.

Public Workshops

An important objective for this RTP update is to obtain input on the transportation planning process from a wide variety of Inyo residents. For this reason, a public outreach program was conducted starting early in the RTP process. An evening public workshop was held at the Bishop City Council Chambers on December 4th to solicit input from northern Inyo County residents. A second workshop was held in the southern portion of the county at the Boulder Creek RV Park, just south of Lone Pine. The Consultant presented an overview of the RTP process and regional transportation needs and issues. A significant portion of the workshop was dedicated to listening to input on transportation needs and issues and what attendees see as top priorities for Inyo County. As there is significant overlap between the two projects, the public workshops also served as public input for the Active Transportation Program Plan.

To increase public awareness of the project, the Draft RTP was posted on the Inyo County website. Additionally, a one page flyer was developed that includes a description of an RTP, solicits input, advertises the public workshop, and provides contact information. This flyer was distributed to a wide variety of state/federal agencies as well as advocacy groups and forwarded the ICLTC for wider distribution. A smaller version of the flyer was published in the Inyo Register the Thursday and Saturday prior to the workshops. Lastly, the public workshops were noticed on the local radio station.

Appendix D includes a public comment log from the public workshops. There were roughly 16 attendees at the public workshop in Bishop, while only 2 Inyo County staff and the Caltrans representative attended the Lone Pine workshop. While this is not a statistically significant proportion of the total population of Inyo County, the responses indicated that Inyo County residents generally place a high level of importance on safety and connectivity in terms of regional transportation. Overall, the responses were varied and were considered in the development of the transportation needs and issues section.

A public hearing on the Draft RTP and associated environmental document was held as part of a regularly scheduled ICLTC meeting on June 17, 2015.

Social Equity and Environmental Justice Considerations

Both state and federal laws require that regions plan for and implement transportation system improvements that will benefit all residents. Transportation improvements should not have a disproportionate adverse impact on low income or other under-represented groups. Examples relevant to the RTP include access to transportation, displacement and gentrification, transportation affordability, and jobs/housing fit.

Approximately 12.8 percent of Inyo residents were living in poverty for at least a 12-month period between 2009 and 2013, as defined by the US Census Bureau. This is less than the statewide poverty rate of 15.9 percent during that period. Poverty rates by city are available for the same time period and demonstrate that the City of Bishop had a higher poverty rate of 16.8 percent. Approximately 19.9 percent of the Inyo County population is Hispanic, while 10.3 percent are Native American, 1.5 percent are Asian, and less than one percent are African American. Table 2 presents median household income for Inyo County by census tract. As shown, median income in Census Tract 4, City of Bishop, and the census tract which encompasses Lone Pine, Furnace Creek, Tecopa, and Shoshone was less than 60 percent of the statewide median income. With respect to the Bishop area, the reader should note that the incorporated part of Bishop represents a smaller population than the unincorporated areas (East and West Bishop).

The Action Element of this RTP does not include new roadways or bypass projects that would displace underrepresented groups or decrease access to transportation. The Action Element will include capital

improvement projects which will increase mobility for residents with no vehicle available to them such as maintaining a safe and reliable public transit fleet and expanding the bicycle and pedestrian facilities network. Additionally, the *Inyo County Coordinated Public Transit Human Services Transportation Plan* was reviewed in development of this RTP to ensure that this document addresses the mobility needs of the low income and elderly population.

Report Organization

RTPs are long-range documents that guide the organized development of all modes of transportation within the area. State and federal requirements prescribe that, for approval, RTPs must include the following elements:

Area	Median Income⁽¹⁾	% of Statewide Median
<i>Statewide</i>	61,400	--
Census Tract 1 - Inyo County East of Bishop	53,603	87.3%
Census Tract 2 - Inyo County West of Bishop	58,854	95.9%
Census Tract 3 - West Bishop	85,250	138.8%
Census Tract 4 - City of Bishop	32,198	52.4%
Census Tract 5 - Big Pine, Independence	56,250	91.6%
Census Tract 8 - Lone Pine, Shoshone, Valley Wells, Furnace Creek	35,995	58.6%

Note 1: Median income in the past 12 months in 2012 inflation adjusted dollars
Bold indicated Census Tract meets Disadvantaged Community criteria

- ◆ The **Existing Conditions and Assessment of Needs** describes demographic, economic conditions that affect transportation as well as a description of all types of regional transportation facilities. This section sets the scene for regional transportation needs and issues.
- ◆ The **Policy Element** summarizes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates.
- ◆ The **Action Element** identifies plans to address the needs and issues for each transportation mode in accordance with the goals, objectives, and policies set forth in the policy 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. The intent is to define realistic financing constraints and opportunities.

Required Documentation

Environmental documentation is required under the CEQA. The environmental documentation states whether there will be an environmental impact of the plan, and if so, what that impact will be. Depending on the scope of the plan and local environment, environmental documentation may be a negative declaration, a mitigated negative declaration, or a full Environmental Impact Report (EIR). Under CEQA guidelines, public agencies are responsible to minimize or avoid environmental damage, where feasible. Agencies must balance a variety of objectives, including social, economic, and environmental concerns, to comply with CEQA obligations.

The ICLTC has preliminarily determined that the Inyo 2015 RTP will not result in significant impacts. Therefore, an Initial Study/Proposed Negative Declaration was prepared and was circulated for public review with the Draft document.

Coordination with Other Plans and Studies

The *RTP Guidelines* recommend that the circulation elements of the general plans within a region are consistent with the RTPs in the region. The goals, policies, and objectives of this RTP are consistent with the goals in the Transportation and Circulation Elements of both the *Inyo County General Plan* and the *City of Bishop General Plan*. The primary goals and objectives of other important documents have been incorporated into the RTP including: *Inyo Mono Coordinated Public Transit Human Services Transportation Plan* (2014), *Inyo County Collaborative Bikeways Plan* (2008), *Bishop Reservation Pedestrian and Bicycle Safety Plan* (2007) and the *Bishop Paiute Reservation Long Range Transportation Plan* (2007). Information for the state highway system was developed in coordination with Caltrans District 9. Transportation Concept Reports for all state highways were used as a reference for existing and future transportation conditions.

The Active Transportation Program (ATP) Plan is being completed using the same public outreach as has been used for the RTP update. The proposed routes contained in the ATP are included as a more detailed supplement to the RTP update.

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REGIONAL CHARACTERISTICS

Inyo County is located in easternmost portion of central California (as shown in Figure 1) and generally spans the southeastern length of Sierra Nevada Mountains between Bishop on the north and just north of Walker Pass on the south. The county is bordered by the State of Nevada to the east, Mono County to the north and San Bernardino and Kern Counties to the south. Although Tulare and Fresno Counties technically border Inyo County to the west, the Sierra Nevada Mountains form a geographic boundary. Inyo County’s landscape includes the low desert of Death Valley, the high desert of the Owens Valley and the dramatic escarpment of the eastern High Sierra including Mt. Whitney at an elevation of 14,495 feet. The City of Bishop is the only incorporated city in the region. Other major communities within the county include Big Pine, Independence, Lone Pine, and Shoshone.

US 395 is the primary roadway for the majority of the County’s population and runs north to south connecting the county with Mono County and the urban areas of Reno, Nevada to the north and the greater Los Angeles area to the south. There is no state highway in the study area which crosses the Sierra west to destinations in the California Central Valley. Other highways providing access east through Death Valley National Park toward Nevada are SR 190, SR 168, SR 178, Stateline Road, and Daylight Pass Road. SR 127 provides a regional north and south route in the eastern portion of the County and provides access between I-15 and US 95 in Nevada.

Roughly 98 percent of the land in Inyo County is held by public agencies such as the US Forest Service, National Park Service, the Bureau of Land Management, China Lake Naval Weapons Center, State of California, and the Los Angeles Department of Water and Power. Limited by public lands and geography, the developed areas of Inyo County consist largely of small communities along the US 395 corridor. Tourism and recreation is the major industry in the region. Approximately 3 million people visit the Eastern Sierra annually.

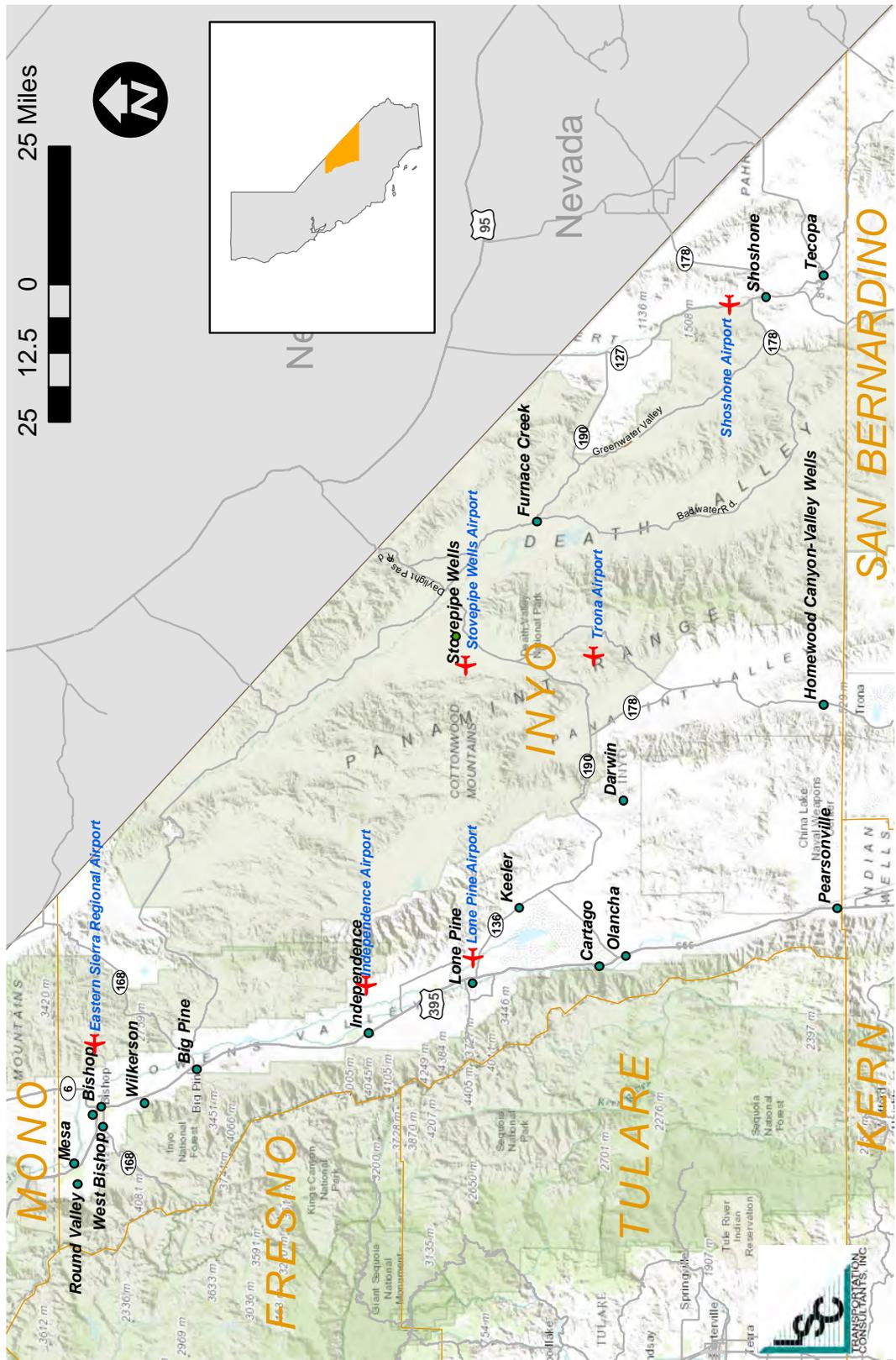
Population

According to the US Census 2013 American Community Survey, Inyo County has a total population of 18,482 people. This represents a 2.9 percent increase over 2000 Census counts. Of this total, roughly 3,856 people live in the City of Bishop. Table 3 presents an overview of age and race estimates for Inyo County, using 2013 American Community Survey data. According to this data, predominate ethnicities are White (65.2 percent), Hispanic (19.9 percent), and Native American (10.4 percent). Roughly 5.4 percent of the County speaks English less than “very well”. Just less than 20 percent of the population in Inyo County was age 65 and older in 2013.

	Total	Race						Speak English Less Than "Very Well"	Age 65 and Above
		White Alone	Hispanic	Asian	African American	American Indian	Other/Multirace		
Number of Persons	18,482	12,051	3,684	271	170	1,913	393	991	3,564
% of Population	--	65.2%	19.9%	1.5%	0.9%	10.4%	2.1%	5.4%	19.3%

Source: US Census American Community Survey 2009-2013 5 Year Estimates.

Figure 1
Inyo County Site and Location Map



Population Trends and Projections

The California Department of Finance (DOF) provides population projections for California cities and counties (Table 4). The California DOF estimates that Inyo County population will grow at a rate of less than one percent annually over the next twenty years. By 2035, the Inyo County population is forecast to be 20,235. It should be noted that the DOF projections typically struggle with population estimates for Inyo County likely because the lack of privately owned land and geographical constraints. Since the 1980 census, the County has only had a population growth of 3% (17,895 to 18,482).

Year	Population	Change	
		# Persons	Annual %
2013 Census Est.	18,482	--	--
2020	19,622	1,140	0.86%
2025	20,004	382	0.39%
2030	20,211	207	0.21%
2035	20,235	24	0.02%

Source: CA DOF, 2015

The growth of the elderly population is an important consideration in terms of public transit needs. As demonstrated in Table 5, the proportion of the Inyo County population age 65 and older will increase from 3,526 in 2010 to 5,501 in 2030 or roughly 27 percent of the total population.

	Total (All ages)	Age Group							Total 65 or more years
		Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Seniors (85 or more years)	
2010	18,528	1,061	2,790	1,229	9,923	1,830	1,176	520	3,526
2020	19,350	967	2,581	1,448	9,783	2,720	1,293	559	4,571
2030	20,428	975	2,534	1,447	9,972	2,824	1,993	684	5,501
Change 2010-2020	822	-93	-209	219	-140	890	117	39	1,046
Change 2010-2030	1,900	-86	-256	217	49	995	817	164	1,975
% Change 2010-2020	4%	-9%	-7%	18%	-1%	49%	10%	7%	30%
% Change 2010-2030	10%	-8%	-9%	18%	0%	54%	69%	32%	56%

Source: California Demographic Research Unit, Table P-1

Native American Tribes

Five tribal governments own land within Inyo County. A brief description of each entity follows. A more detailed discussion of transportation needs on reservation land is included as part of the transportation needs discussion for each facility.

- ◆ Bishop Paiute Tribe – The tribe is located in the western portion of Bishop. The tribe operates the Paiute Palace gaming property and gas station on North Sierra Highway (US 395) in Bishop. The tribe currently has around 2,000 enrolled members. Approximately 20 – 25 percent of ESTA’s DAR trips in Bishop have an origin or destination on the Reservation.
- ◆ Big Pine Paiute Tribe – The reservation is roughly 300 acres located in the community of Big Pine. Roughly two-thirds of the tribe’s 600 members live on the reservation.
- ◆ Fort Independence Tribe – Fort Independence consists of about 560 acres adjacent to Oak Creek in Independence. About half of the 136 tribal members live on site. The Tribe operates a 50 site RV campground, Winnedumah Wins Casino, and the Fort Independence Travel Plaza .
- ◆ Lone Pine Paiute Shoshone Tribe - The Tribe has a population of approximately 350 residents and consists of 240 acres of land near the community of Lone Pine.
- ◆ Timbisha Shoshone Tribe – The Tribe’s reservation, Death Valley Indian Community, is located within Death Valley National Park near Furnace Creek. Roughly 50 members live in the community however many members spend the summers in Lone Pine.

Visitor Statistics and Travel Patterns

US Census data do not reflect the high level of visitors to the region who also have impacts on the regional transportation system. Death Valley National Park alone serves on average 897,400 visitors annually between 2000 – 2013. The most popular month to visit Death Valley is in March. SR 190 transects the park as it runs from Olancho to the intersection of SR 127 at Death Valley Junction, north of Shoshone. SR 178 connects Ridgecrest to the Park while Nevada State Routes 267, 374 and 373 provide access to the park from the east. Daylight Pass and Stateline Roads, both part of the County’s Maintained Mileage System, provide access from Death Valley National Park to Nevada.

According to National Visitor Use Monitoring (NVUM) surveys conducted in Inyo National Forest in Fiscal Year 2006, there were roughly 3.9 million total estimated national forest visits. A 2003 NVUM report indicated that visitors to the forest spent an average of \$2,724 on all outdoor recreation activities including equipment, recreation trips, memberships, and licenses. US 395 is the primary roadway of travel for summer visitors with SR 168 and other County roadways which access trailheads and recreation destinations. Examples include Whitney Portal Rd, Onion Valley Rd, and South Lake Road.

During the winter months, Mammoth Mountain Ski Area attracts around 1.4 million skier visits annually. The majority travel on US 395 from the greater Los Angeles area. Heavier traffic volumes occur on US 395 during peak periods as a result.

Due to the rural nature of the region and mountainous topography, the automobile is the primary mode of transportation for both residents and visitors. This is not anticipated to change over the planning period.

Housing

The US Census 2013 American Community Survey estimated that there were a total of 9,478 housing units in Inyo County. This represents a growth of 436 housing units, or 4.8 percent. Approximately 1,605 units or 17.0 percent are considered vacant. There are roughly 2.1 persons per occupied household.

Economic Base

Currently, public sector jobs account for one-third of local employment in the Eastern Sierra Region, which includes Alpine, Mono, and Inyo counties. Leisure and hospitality jobs account for another third of employment (CA Employment Development Department, 2010). The next largest industry is retail trade which represents 10.8 percent of jobs in the Eastern Sierra. Major employers include the land management agencies, school districts, hospitals, Inyo County, City of Los Angeles, and big box stores.

The California Employment Development Department estimates that there were 8,330 employed individuals living in Inyo County in 2013. During the same year, the unemployment rate in Inyo (not adjusted seasonally) was 8.1 percent. This represents a decrease in unemployment from 2010 levels (10.1 percent). The County's unemployment rate is slightly lower than the California statewide average, which was 8.9 percent for the same period in 2013.

The Caltrans *Long-Term Socio-Economic Forecast for Inyo County* projects that, between 2014 and 2019, the number of jobs in Inyo County is expected to grow by 4.4 percent, with most increases occurring in the professional services sector. Retail sales are expected to grow by 10.8 percent. Total wage and salary jobs are projected to increase by 14 percent between 2014 and 2035. Relating economic conditions to transportation needs, an efficient and safe roadway and bicycle network will encourage tourism and recreational travel as well as provide safe and efficient travel routes for agriculture and other goods movement.

Income

Table 6 presents the median household income by census tract for Inyo County along with the percentage of the statewide median income. Figure 2 displays a census tract reference map for the region. As of 2012 (the most recently available data), the median household income for Census Tract 4 (which includes the City of Bishop area) and Census Tract 8 (which extends from Lone Pine across Death Valley to Shoshone) is less than 80 percent of the statewide median income, which qualifies the area as a disadvantaged community.

Another criteria which signifies an area as a disadvantaged community is the number of students receiving a free or reduced lunch. Table 6 demonstrates that greater than 75 percent of students receive a free or reduced lunch at the following schools: Big Pine High, Big Pine Elementary, Keith B. Bright High (Bishop), Death Valley High Academy, and Sierra Alternative Learning Academy (Lone Pine).

Commute Patterns

The US Census Bureau's Center for Economic Studies *Longitudinal Employer Household Dynamics* dataset offers the most recent commute pattern data statistics (2011). It should be noted that this data reflects all persons reporting their work location, regardless of how often they commute. As such, this data source can be misleading in that it includes persons that only report to their work location infrequently. However, it is the best commute data available for Inyo County. According to the data in Table 7, 55.1 percent of employed people who live in Inyo County also work in the County. Around 712 employees travel north to Mono County while another 602 travel from Mono County to work in Inyo

Figure 2
Inyo County Census Tracts

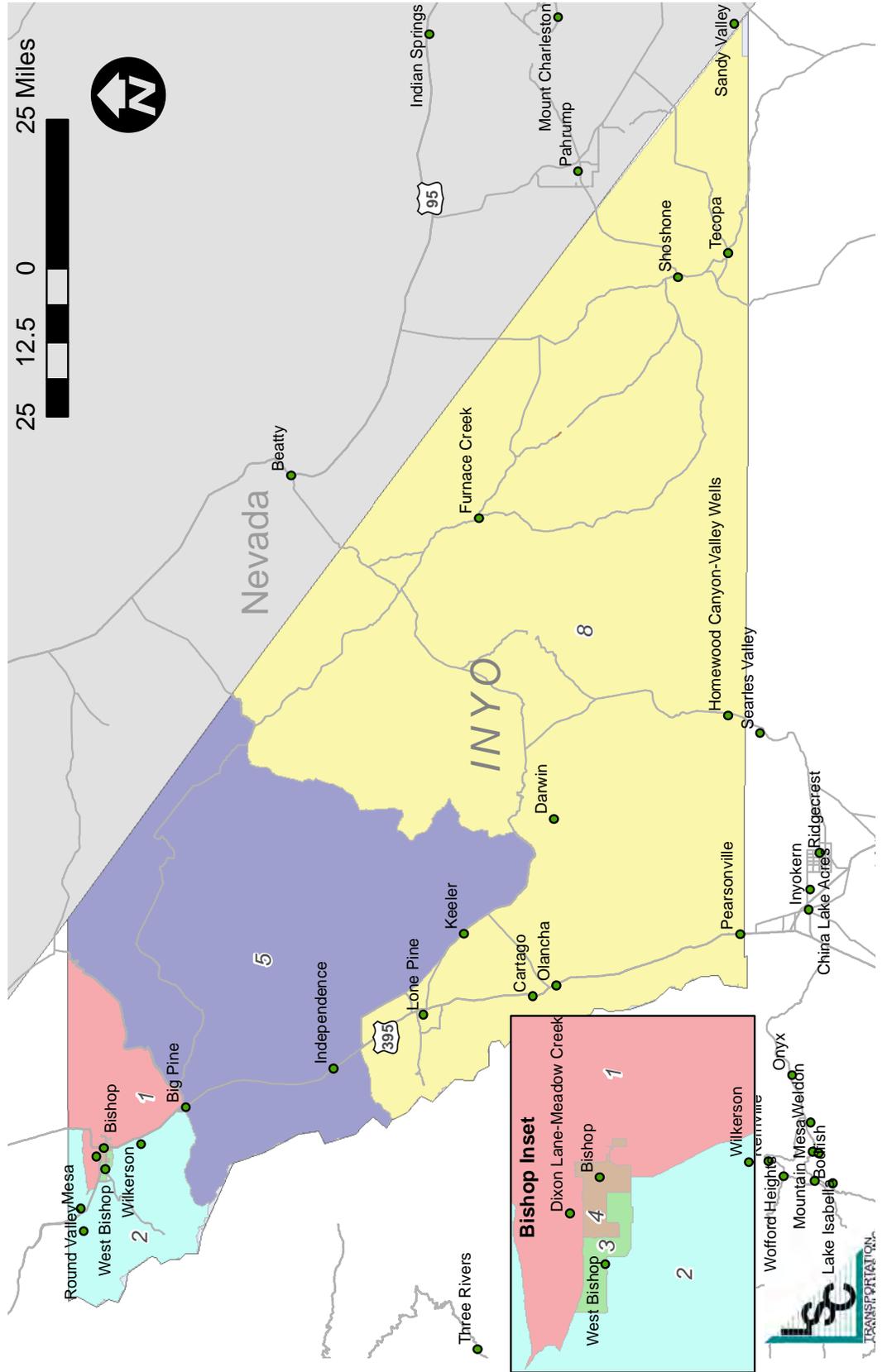


TABLE 6: Eligibility for Free Reduced School Lunches

School Year 2013-14

School	% of Students Eligible	Disadvantaged?
<u>Big Pine USD</u>		
Big Pine High	79.5%	Y
Big Pine Elementary	76.6%	Y
<u>Bishop USD</u>		
Bishop Union Elementary Community Day	50.0%	N
Bishop Union Elementary Community Day II	0.0%	N
Bishop Independent Study	36.0%	N
Community Day School III	0.0%	N
Palisade Glacier High (Continuation)	66.7%	N
Keith B. Bright High (Juvenile Hall)	100.0%	Y
Bishop Union High	33.0%	N
Home Street Middle	45.3%	N
Pine Street Elementary	50.0%	N
Elm Street Elementary	51.0%	N
<u>Death Valley USD</u>		
Death Valley High Academy	83.3%	Y
Death Valley Elementary	60.0%	N
Shoshone Elementary	50.0%	N
Tecopa-Francis Elementary	50.0%	N
<u>Lone Pine USD</u>		
Sierra Alternative Learning Academy	100.0%	Y
Lone Pine High	50.5%	N
Lo Inyo Elementary	67.7%	N
<u>Owens Valley USD</u>		
Owens Valley High	30.4%	N
Owens Valley Elementary	41.9%	N
<u>Round Valley Joint Elementary</u>		
Round Valley Elementary	30.1%	N

Source: California Department of Education - Student Poverty Free or Reduced Price Meals (FRPM) - Adjusted % FRPMK - 12

TABLE 7: Inyo County Commute Pattern Data

# Persons % of Total			# Persons % of Total		
Census Place of Employment for Inyo County Residents			Census Place of Residence for Inyo County Workers		
Bishop city, CA	2,258	30.6%	Bishop city, CA	966	14.1%
Mammoth Lakes town, CA	449	6.1%	West Bishop CDP, CA	792	11.6%
Lone Pine CDP, CA	365	4.9%	Dixon Lane-Meadow Creek CDP, CA	671	9.8%
Dixon Lane-Meadow Creek CDP, CA	295	4.0%	Big Pine CDP, CA	269	3.9%
Fresno city, CA	225	3.0%	Lone Pine CDP, CA	253	3.7%
West Bishop CDP, CA	196	2.7%	Pahrump CDP, NV	145	2.1%
Independence CDP, CA	161	2.2%	Wilkerson CDP, CA	136	2.0%
Big Pine CDP, CA	156	2.1%	Ridgecrest city, CA	133	1.9%
Crowley Lake CDP, CA	156	2.1%	Independence CDP, CA	112	1.6%
Sacramento city, CA	129	1.7%	Round Valley CDP, CA	90	1.3%
All Other Locations	2,997	40.6%	All Other Locations	3,289	48.0%
<i>Total Number of Persons</i>	<i>7,387</i>		<i>Total Number of Persons</i>	<i>6,856</i>	
County of Employment for Inyo County Residents			County of Residence for Inyo County Workers		
Inyo County, CA	4,068	55.1%	Inyo County, CA	4,068	59.3%
Mono County, CA	712	9.6%	Mono County, CA	602	8.8%
Fresno County, CA	359	4.9%	Kern County, CA	426	6.2%
Kern County, CA	338	4.6%	San Bernardino County, CA	225	3.3%
Sacramento County, CA	212	2.9%	Los Angeles County, CA	210	3.1%
Tulare County, CA	189	2.6%	Nye County, NV	173	2.5%
Santa Clara County, CA	163	2.2%	Fresno County, CA	142	2.1%
Monterey County, CA	103	1.4%	Clark County, NV	100	1.5%
San Joaquin County, CA	98	1.3%	Tulare County, CA	74	1.1%
Stanislaus County, CA	98	1.3%	San Diego County, CA	56	0.8%
All Other Locations	1,047	14.2%	All Other Locations	780	11.4%
<i>Total Number of Persons</i>	<i>7,387</i>		<i>Total Number of Persons</i>	<i>6,856</i>	

Source: U.S. Census Bureau, Longitudinal Employer Household Dynamics, 2011

County. There are a small number of employees who commute between Inyo County and Kern County, San Bernardino County as well as Nye County in Nevada. The City of Bishop is the most common Census Place of employment for Inyo County residents. If the census places of Dixon-Lane/Meadow Creek and West Bishop are included, a total of 2,749 Inyo County residents work in the Bishop area. Another 449 work in Mammoth Lakes and 365 work in Lone Pine. As for Inyo County workers, the greatest number (2,429) live in the Bishop region. Other concentrations of Inyo County employees are in Big Pine, Lone Pine and Pahrump, Nevada.

The 2009-2013 American Community Survey conducted by the US Census Bureau provides additional commute data for Inyo County, including means of transportation to work and travel times. According to the survey, 72.4 percent of workers drove alone, 9.3 percent carpooled, 5.5 percent worked from home,

7.1 percent walked, 0.6 percent used public transportation, 4 percent bicycled and 1.1 percent used other means . Census data shows that commute times are not significantly long for Inyo County employees. The mean travel time to work was 14.8 minutes.

TRANSPORTATION LAND USE INTEGRATION

The County has adopted the following Vision Statement: *The Vision of Inyo County Government for its public is to provide responsive decision making while supporting cultural and historical values, the natural environment and rural quality of life.*” Coordinating land use changes and growth with transportation planning is one of the most important considerations in modern planning. A new transportation facility to an outlying area can have the effect of increasing land uses by providing convenient transportation. This can have negative effects on the environment and the regional transportation system. Additionally, it is important to consider transportation needs (roadways, bicycle paths and public transit) prior to approving and constructing a new development.

In Inyo County, development is generally limited to areas within the borders of already developed communities, as a high proportion of other land in Inyo County is owned by public agencies. Less than two percent of land in the county is under private ownership. At this time there is no significant growth expected in the county over the next 20 years. The southeastern portion of the county may see development pressure in the future as growth spills over from Nevada, though water availability in this portion of the County is limited. In the City of Bishop, there is the potential for land transfers from public to private ownership within the city limits. This could open up development within the City.

The Bishop Paiute Tribe has plans for a new 400 home development on the reservation. The new homes will need roads. The Tribe recently conducted an update to their Transit and Transportation Improvements Plan. Transportation needs and projects are discussed later in this document.

ROADWAY TRANSPORTATION SYSTEM DESCRIPTION

The Inyo County regional roadway network comprises over 3,500 miles of streets, roads and highways. The roadway network includes paved and dirt roadways owned by the National Park Service, US Forest Service, Bureau of Indian Affairs (BIA) jurisdiction and the Bureau of Land Management.

State Highways

The state highways transecting Inyo County are described below.

US 395 – This state highway is a major north–south roadway connecting Inyo County to Mono County and Reno, Nevada in Washoe County to the north and the Los Angeles Basin to the south. Most Inyo communities are located on or near US 395. These include Bishop, Big Pine, Independence and Lone Pine. US 395 is designated as a Principal Arterial and is part of the National Highway System. Recreational traffic and goods movement are currently and will continue to be the major sources of traffic on the highway. US 395 is designated as a High Priority Interregional Highway in the Interregional Transportation Strategic Plan (ITSP). According to the Transportation Concept Report the concept for the US 395 corridor in the ITSP includes four-lane expressway and four-lane conventional roadway from the San Bernardino/Kern county line to Lee Vining in Mono County. North of Lee Vining to the Nevada state line, the concept is described as a combination of four-lane conventional roadway, four-lane expressway, and two-lane fully improved conventional roadway with passing lanes. There are currently ten public charging stations for electric vehicles along US 395. The Tesla company has proposed US 395 as a one of the planned corridors for construction of its Supercharger charging stations within the next few years. US

395 is part of the STAA legal truck network meaning that trucks with approved kingpin-to-rear-axle dimensions can safely travel the route. STAA truck dimensions are the typical size for trucks travelling interstate.

US 6 – Highway 6 is classified as a rural minor arterial and travels from US 395 in Bishop, through Mono County to Nevada. The highway also intersects with SR 120 in Mono County. It is a two-lane highway which provides important connections to employment, goods and services in Bishop for residents in the Benton and Chalfant areas of Mono County. Eastern Sierra Transit Authority (ESTA) offers a lifeline route between Benton and Bishop on US 6 two times a week. US 6 is an alternative route to US 395 between Bishop and Mammoth Lakes. The Principal Arterial serves commuters, goods movement, agriculture and recreational day use. As part of the Strategic Highway Corridor Network (STRAHNET), US 6 is part of a highway network which provides defense access, continuity, and emergency capabilities to military bases for defense purposes. US 6 is part of the national STAA network. Caltrans and the City of Bishop are cooperatively planning and monitoring the need for improvements at the US 6 and Wye Road intersection including turn lanes. The TCR also identified a need for truck parking to replace current use of the shoulder.

SR 127 – SR 127 connects I15 in San Bernardino County to Nevada. This two lane rural minor arterial travels through the Inyo County community of Shoshone and intersects SR 190 at Death Valley Junction. The route serves local and interregional traffic, good movement and access to recreation. The highway is very rural and does not include traveler services for up to distances of 57 miles. When the Yucca Mountain Nuclear Waste Repository was being funded, SR 127 was being considered as a haul route for radioactive nuclear waste. Due to road conditions, periodic flash floods, seasonal tourism peaks, remoteness of emergency responders in the region, and impacts on the road from increased heavy traffic, improvements to SR 127 would be required before the transportation of nuclear waste could be considered.

SR 136 – SR 136 begins/ends at US 395 south of Lone Pine and travels along the north side of Owens Lake until it intersects with SR 190. The facility is a two lane rural minor arterial which provides access to the historic sites of Dolomite, Swansea, and Keeler and is a gateway to Death Valley. Only California Legal size trucks are allowed on this facility. The Eastern Sierra Interagency Visitor Center, where all Mt. Whitney wilderness permits must be obtained is located at the intersection of US 395 and SR 136. There is a future potential need to make improvements to limit vehicular, bicycle, and pedestrian conflicts in this area. Additionally the TCR recommends shoulder widening and rumble strips when the facility is scheduled for rehabilitation. As LORP projects are implemented there may be a need for increased recreational signage.

SR 168 – The SR 168 segment west of Bishop travels between the popular high elevation recreation area around Lake Sabrina and US 395 in Bishop. During the winter months only the section between Aspendell and Bishop is plowed. This section of roadway is two lanes with grades up to 6 – 8 percent and classified as a rural major collector. Near Bishop the two-lane facility includes a two-way left turn lane and is designated a bicycle route. The section from Sabrina Road to Meadow Lane is designated as a state scenic highway and a section of the eastern SR 168 is part of the National Forest Scenic Byway. After a break in the highway, SR 168 continues east from US 395 from the community of Big Pine. This section is classified as a rural minor arterial and provides access to the ancient bristlecone pine forest before continuing to Mono County. Future potential projects include extension of the Class III bike route to Cerro Coso Community College. The Bishop Paiute Tribe has proposed sidewalk projects in tribal lands along SR 168 that would connect to existing sidewalks in the City of Bishop. Within the City of Bishop, removal of some on-street parking may decrease conflicts with bicycles, pedestrians and traffic flow.

SR 178 – Located in the southeastern portion of the county, the Inyo County portion of SR 178 travels between the eastern boundary of Death Valley at Badwater Road through Shoshone to Pahrump, Nevada. The segment between Death Valley and SR 127 is part of the STRAHNET network and is classified as a rural major collector. Only California Legal trucks are allowed to travel on SR 178 within Inyo County.

SR 190 – SR 190 travels along the south side of Owens Lake near Olancho and terminates at Death Valley Junction with SR 127. This highway is the gateway to Death Valley and is classified as a rural minor arterial. As such, the facility is subject to extreme environments such as flooding and heat which have direct impacts on pavement conditions. The majority of the facility is part of the California Legal Truck network and the section from the junction with SR 136 to Panamint Valley Road is California Legal Advisory. SR 190 within Death Valley National Park is designated a state scenic byway and a national scenic byway. Transportation needs on this highway included paved shoulders to better accommodate cyclists, rockfall mitigation and dip replacement.

Other Regionally Important Roads

A significant percentage of interregional travelers to and through Death Valley National Park use one or more roads that are not on the State Highway system. These roads include: Stateline Road, Panamint Valley Road, Old Spanish Trail Highway and Trona – Wildrose Road (part of the Inyo County Maintained Mileage System) and also Badwater Road, Scotty’s Castle Road, and Daylight Pass Road (maintained by DVNP). These routes serve as part of the interregional network through the County. The signage and mapping to travel on these routes is inconsistent. With new signage on the I-15 freeway in Las Vegas directing travelers to access DVNP via SR 160 in Nevada and Stateline Road, it is likely that traffic on this route will increase.

There are a number of State Highways and County maintained roads that provide access for residents and travelers to small communities and recreational areas in the Sierra Nevada. These include: Pine Creek Road, SR 168, South Lake Road, Sabrina Road, Glacier Lodge Road, Onion Valley Road, Whitney Portal Road, Horseshoe Meadows Road, and Nine Mile Canyon Road. Nine mile Canyon Road is unique in Inyo County in that it is the only road inside of Inyo County that crosses the Sierra crest and provides access to communities on the western slope of the Sierra Nevada. Paved roads elsewhere in the County that also provide access to recreation destinations include White Mountain Road and Death Valley Road. The condition of these roads is important to the economy of communities throughout Inyo County.

Interregional Transportation Strategic Plan

The Draft 2015 Interregional Transportation Strategic Plan identifies 11 Strategic Interregional Corridors throughout California, which have a high volume of freight movement and significant recreation tourism. US 395 through Inyo County has been identified as a High Priority Interregional Highway. As identified in the plan, priority investments for US 395 will focus on multimodal and freight access improvements such as improved shoulder widths, curve corrections, and removing barriers to STAA access. Also supported will be improvements to bicycle, pedestrian, transit services, and coordination of local transit with interregional bus services.

The 2014 ITIP has three simple objectives:

1. Improve state highways
2. Improve the intercity passenger rail system
3. Improve interregional movement of people, vehicles and goods.

The Olancha-Cartago 4 lane project is part of the 2014 ITIP.

The primary purpose of the ICLTC entering into MOUs on US 395 and SR 14 had been to access ITIP funds.

Traffic Volumes

Annual Average Daily Traffic (AADT) is defined as the total volume of traffic (sum of both directions) over the year divided by 365 days. The Caltrans traffic count year is from October 1 through September 30. Traffic counting is generally performed by electronic counting instruments, moved to consistent locations throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to reflect an estimate of annual average daily traffic by compensating for seasonal fluctuation, weekly variation, and other variables that may be present. AADT is used to present a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

The highest AADT volume in Inyo County in 2013 (the latest year for which data is available) was observed in Bishop along US 395 at the intersection with SR 168 (14,900), as shown in Table 8 and Figure 3. The lowest traffic volumes occurred on SR 168 at the Inyo Mono County line in Fish Lake Valley (170).

Table 8 also presents historic AADT data for roadways in the county from 2003 through 2013. Generally, traffic volumes on US 395 in the Bishop area have decreased over the past ten years. US 395 traffic volumes only increased near Lone Pine and Pine Creek Road (north of Bishop). Traffic volumes have increased in some of the recreational areas such as South Lake Road on SR 168 near Death Valley Junction at SR 127 and Stateline Road at the Death Valley NP South Boundary. However, traffic volumes through the National Park on SR 190 have decreased.

Table 9 presents the peak month Average Daily Traffic (ADT) volumes on the state routes in the County between 2003 and 2013. This data is reflective of traffic activity in the peak month of the year (typically July), which is impacted to a relatively high degree by recreational traffic. Peak month traffic volumes follow a similar trend to AADT volumes. The greatest increase in peak month traffic over the past ten years occurred at Pine Creek Road (800 ADT) and at Death Valley Junction on SR 127 and on US 395 at SR 136 near Lone Pine (700 ADT). Other increases in peak month traffic occurred on US 395 in Big Pine (500 ADT) and on SR 168 at South Lake Road (500 ADT). The largest decreases in peak month traffic volumes over the ten year period occurred on US 395 through Bishop and on SR 168 at Otey Road.

Death Valley National Park tracks visitor use statistics such as traffic counts in the park. As shown, in Table 10, traffic counts collected in 2000 and 2014 demonstrate an increase in visitor use and associated vehicle traffic at all count stations except for near the old mining community of Ryan, southeast of Furnace Creek where traffic counts have decreased by 0.4 percent annually. Traffic counts have increased by as much as 6.0 percent annually on Death Valley Road which travels through the northern portion of the park to Big Pine. In terms of total traffic volumes, Ryan and Townes Pass (on SR 190) had the greatest traffic volumes in 2014 (152,891 and 135,486, respectively).

Inyo National Forest has collected traffic data at popular trailheads. According to traffic counts conducted in 2011 the estimated Annual Daily Traffic (ADT) at the popular South Lake Trailhead is roughly 179 cars per day. Along Bishop Creek Road estimated ADT was 232 vehicles per day and 372 along Whitney Portal Road.

TABLE 8: Inyo County Annual Average Daily Traffic Volumes on State Highways

2003 - 2013

Highway / Counter Location	2003	2004	2006	2008	2011	2013	Change: 2003 - 2013		
							#	%	Annual %
US 6 at:									
Jct. US 395	3,750	3,750	3,800	3,700	3,610	3,550	-200	-5.3%	-0.5%
Silver Canyon Rd	1,950	2,020	2,050	1,900	1,900	2,100	150	7.7%	0.8%
SR 127 at:									
Old Spanish Trail	-	-	1,000	700	700	700	-	-	-
Shoshone, South Jct SR 178	950	900	1,000	850	850	790	-160	-16.8%	-1.7%
Shoshone, North Jct SR 178	300	300	330	250	280	280	-20	-6.7%	-0.7%
South of Stateline Rd	750	1,000	1,000	1,200	1,170	1,170	420	56.0%	5.6%
Jct. SR 190	700	700	650	650	590	580	-120	-17.1%	-1.7%
Nevada State Line	700	700	650	650	590	560	-140	-20.0%	-2.0%
SR 136 at:									
Jct. US 395	500	600	650	600	540	540	40	8.0%	0.8%
Jct. SR 190	400	400	450	420	430	430	30	7.5%	0.8%
SR 168 at:									
South Lake Rd	330	600	600	550	550	550	220	66.7%	6.7%
Otey Road	6,400	6,400	6,400	6,300	6,300	6,250	-150	-2.3%	-0.2%
Brockman Lane	6,600	6,750	6,600	6,350	6,300	6,250	-350	-5.3%	-0.5%
Jct. US 395	8,900	9,000	8,400	8,200	8,000	7,700	-1,200	-13.5%	-1.3%
Inyo/Mono County Line	-	-	420	160	170	170	-	-	-
SR 178									
Death Valley, South Boundary	120	120	280	250	250	250	130	108.3%	10.8%
Nevada State Line	850	850	850	850	820	780	-70	-8.2%	-0.8%
SR 190									
Olancho, Jct. US 395	330	330	330	300	230	240	-90	-27.3%	-2.7%
Jct SR 136	400	400	450	500	520	540	140	35.0%	3.5%
Stovepipe Wells	1,350	1,050	1,050	900	900	900	-450	-33.3%	-3.3%
Scotty's Castle Rd	810	810	810	810	810	810	0	0.0%	0.0%
Beatty Cutoff Rd	1,600	1,250	1,250	1,250	950	920	-680	-42.5%	-4.3%
Furnace Creek Ranch	1,350	1,050	1,050	1,050	1,050	1,050	-300	-22.2%	-2.2%
Bad Water Rd	1,000	1,000	1,000	1,000	1,000	1,000	0	0.0%	0.0%
Death Valley Jct, SR 127	700	650	650	700	850	860	160	22.9%	2.3%
US 395 at:									
Jct. SR 190	6,000	6,200	6,200	5,600	5,600	5,500	-500	-8.3%	-0.8%
Jct. SR 136	6,000	6,400	7,400	6,700	6,600	6,500	500	8.3%	0.8%
Lone Pine, Whitney Portal Rd	6,000	6,300	6,700	6,000	6,500	6,500	500	8.3%	0.8%
Pangborn Lane	6,300	6,300	6,700	6,150	6,000	6,000	-300	-4.8%	-0.5%
Independence, Market St	6,300	6,800	6,800	6,400	6,300	6,300	0	0.0%	0.0%
Independence, Maintenance Station	6,300	6,300	6,400	6,000	6,050	6,300	0	0.0%	0.0%
Big Pine, SR 168 Northeast	7,400	8,400	8,300	7,800	7,800	7,700	300	4.1%	0.4%
Bishop, South Street	14,000	14,500	14,000	13,000	12,650	12,400	-1,600	-11.4%	-1.1%
Bishop, SR 168 West	16,900	17,300	14,150	15,500	15,200	14,900	-2,000	-11.8%	-1.2%
Jct. US 6	14,100	14,100	14,150	16,000	13,200	13,100	-1,000	-7.1%	-0.7%
Bishop Bike Path	13,500	13,500	13,550	13,550	13,200	13,100	-400	-3.0%	-0.3%
Ed Powers Rd	8,100	8,700	8,000	7,700	7,350	7,300	-800	-9.9%	-1.0%
Pine Creek Rd	5,300	5,300	7,000	7,000	6,550	6,550	1,250	23.6%	2.4%
Source: Caltrans Traffic Counts									

**TABLE 9: Inyo County Peak Month Average Daily Traffic Volumes on State Highways
2003 - 2013**

Highway / Counter Location	2003	2004	2006	2008	2011	2013	Change: 2003 - 2013		
							#	%	Annual %
US 6 at:									
Jct. US 395	4,050	4,000	4,000	4,000	3,800	4,050	0	0.0%	0.0%
Silver Canyon Rd	2,050	2,050	2,050	2,000	2,000	2,400	350	17.1%	1.7%
SR 127 at:									
Old Spanish Trail	1,250	1,250	1,200	900	950	950	-300	-24.0%	-2.4%
Shoshone, South Jct SR 178	1,100	1,100	1,200	1,100	1,100	940	-160	-14.5%	-1.5%
Shoshone, North Jct SR 178	400	400	400	300	450	380	-20	-5.0%	-0.5%
South of Stataline Rd	850	1,200	1,200	1,450	1,500	1,550	700	82.4%	8.2%
Jct. SR 190	720	780	750	800	640	640	-80	-11.1%	-1.1%
Nevada State Line	710	710	750	800	640	560	-150	-21.1%	-2.1%
SR 136 at:									
Jct. US 395	750	700	900	800	800	880	130	17.3%	1.7%
Jct. SR 190	550	500	800	600	680	770	220	40.0%	4.0%
SR 168 at:									
South Lake Rd	550	1,100	1,150	1,100	1,050	1,050	500	90.9%	9.1%
Otey Road	9,700	9,700	7,200	6,900	6,800	6,900	-2,800	-28.9%	-2.9%
Brockman Lane	7,400	7,300	7,400	7,100	6,800	6,900	-500	-6.8%	-0.7%
Jct. US 395	9,400	9,500	9,200	8,700	8,300	8,200	-1,200	-12.8%	-1.3%
Inyo/Mono County Line	-	-	-	560	270	290	-	-	-
SR 178									
Death Valley, South Boundary	150	180	420	400	400	400	250	166.7%	16.7%
Nevada State Line	1,100	1,100	1,100	1,000	820	1,050	-50	-4.5%	-0.5%
SR 190									
Olancha, Jct. US 395	490	490	490	450	230	300	-190	-38.8%	-3.9%
Jct SR 136	550	550	600	900	520	1,000	450	81.8%	8.2%
Stovepipe Wells	2,200	1,900	1,900	1,200	900	1,200	-1,000	-45.5%	-4.5%
Scotty's Castle Rd	1,250	1,250	1,250	1,250	810	1,250	0	0.0%	0.0%
Beatty Cutoff Rd	2,400	2,050	2,050	2,050	950	1,300	-1,100	-45.8%	-4.6%
Furnace Creek Ranch	1,750	1,500	1,500	1,500	1,500	1,500	-250	-14.3%	-1.4%
Bad Water Rd	1,200	1,200	1,200	1,200	1,000	1,200	0	0.0%	0.0%
Death Valley Jct, SR 127	850	850	850	1,050	850	1,250	400	47.1%	4.7%
US 395 at:									
Jct. SR 190	7,900	7,700	7,700	7,100	7,300	7,400	-500	-6.3%	-0.6%
Jct. SR 136	8,200	8,000	9,300	8,800	8,600	8,900	700	8.5%	0.9%
Lone Pine, Whitney Portal Rd	8,300	7,700	8,300	7,800	8,500	8,500	200	2.4%	0.2%
Pangborn Lane	8,100	8,100	8,300	8,100	7,800	8,000	-100	-1.2%	-0.1%
Independence, Market St	8,700	8,300	8,300	7,800	8,200	8,400	-300	-3.4%	-0.3%
Independence, Maintenance Station	8,400	8,400	8,300	7,700	7,700	8,400	0	0.0%	0.0%
Big Pine, SR 168 Northeast	10,000	11,300	9,800	9,600	9,600	10,500	500	5.0%	0.5%
Bishop, South Street	16,500	16,000	15,700	15,000	14,900	14,800	-1,700	-10.3%	-1.0%
Bishop, SR 168 West	20,100	19,000	16,100	17,800	17,500	17,400	-2,700	-13.4%	-1.3%
Jct. US 6	16,300	16,300	16,100	18,400	15,400	15,300	-1,000	-6.1%	-0.6%
Bishop Bike Path	16,000	16,000	16,100	16,100	15,400	15,300	-700	-4.4%	-0.4%
Ed Powers Rd	10,100	9,700	10,000	9,600	9,600	9,400	-700	-6.9%	-0.7%
Pine Creek Rd	8,100	8,100	10,700	10,700	9,100	8,900	800	9.9%	1.0%
Source: Caltrans Traffic Counts									

TABLE 10: Traffic Counts in Death Valley National Park

Count Location	Annual Total		Change 2000 - 2014	
	2000	2014	Total	Average Annual %
Ashford Road	20,545	33,626	13,081	3.6%
Big Pine Road (Death Valley Rd)	1,636	3,711	2,075	6.0%
Ryan	160,722	152,891	-7,831	-0.4%
Townes Pass	111,230	135,486	24,256	1.4%
Wildrose	9,302	11,865	2,563	1.8%

Source: NPS Visitor Use Statistics, 2014

Level of Service

Level of Service (LOS) is used to rate a roadway segment’s traffic flow characteristics (see Appendix E for descriptions of Levels of Service). LOS serves as an indicator of roadway performance, ranging from LOS A (best conditions) to LOS F (worst conditions), and assists in determining where roadway capacity needs to be improved. LOS of rural highways is largely determined by roadway geometry factors, such as grades, vertical and horizontal curves, and the presence of passing opportunities. In mountainous topography and particularly through canyons, roadway LOS can be relatively low, even absent substantial traffic volumes.

Caltrans has designated LOS “C” as the concept LOS for Inyo County state highway segments. Existing LOS estimates for certain state highway segments are presented in Table 11. As the SR 136 and US 395 Transportation Concept Reports have been updated as recently as 2014, existing and future LOS estimates in Table 11 were obtained from the TCRs. For other state highways, roadway Level of Service (LOS) was evaluated based on standard traffic engineering techniques presented in the Highway Capacity Manual (HCM) 2010, as applied in the Highway Capacity Software (HCS) application.

Table 11 demonstrates that only the section of US 395 in the Olancho – Cartago area currently operates at LOS D, below the concept LOS. After the construction of the proposed four lane highway project, LOS is anticipated to improve to “A” on this roadway segment.

Traffic and Level of Service Forecasts

Table 12 also presents an overview of future traffic conditions for the end of the RTP planning period in 2035. Estimated future AADT is displayed geographically in Figure 4. For US 395 and SR 136, future traffic volumes and LOS were obtained from TCRs. Future traffic volumes for other roadway segments were developed as follows:

- ◆ For state highways with a positive average annual percentage growth rate of AADT from 2000 to 2013, that growth rate was assumed for the duration of the planning period.
- ◆ For state highways with a negative average annual percentage growth rate of AADT from 2000 to 2013, flat growth of traffic volumes was assumed for the duration of the planning period.

TABLE 11: Inyo County State Highway Peak Hour Roadway Level of Service

Roadway Segment	2013		Concept LOS	Future (2035)	
	AADT	LOS		AADT	LOS
US 6					
US 395 to Dixon Lane	3,550	C	C	3,629	C
SR 127					
Jct SR 178 East to Jct SR 178 West (Shoshone)	790	B	C	790	B
Jct SR 190	1,170	B	C	1,170	B
SR 136⁽¹⁾					
Jct US 395 to Jct. 190	540	A	C	671	A
SR 168					
Big Pine	460	C	C	460	C
SR 178					
Shoshone to Nevada State Line	790	A	C	790	A
SR 190					
Furnace Creek	957	C	C	957	C
US 395⁽²⁾					
Kern County Line to South of Olancha	5,600	A	C	6,190	A
Olancha - Cartago	5,600	D	C	6,190	A
South of Lone Pine	5,710	A	C	6,300	A
Through Lone Pine	6,510	A	C	7,190	A
Lone Pine to Independence	6,160	A	C	6,800	A
Through Independence	6,210	A	C	6,860	A
Independence to Big Pine	6,100	A	C	6,740	A
Through Big Pine	6,100	A	C	6,740	A
Big Pine to Bishop	9,420	A	C	10,410	A
Through Bishop	12,700	A	C	14,040	A
Bishop to Mono County Line	8,440	A	C	9,520	A
Note 1: Per 2014 TCR existing = 2012 and future is 2032					
Note 2: Per 2014 TCR, existing = 2013 and future = 2033					

Future volumes on Inyo County state highways are not anticipated to increase by more than one percent annually by 2035. As such LOS on Inyo County state highways is projected to remain at or below concept LOS “C” at the end of the planning period, assuming the Olancha – Cartago four-lane project is constructed. Without the project, LOS on that section of roadway will remain at LOS “D”.

County and City Roadways

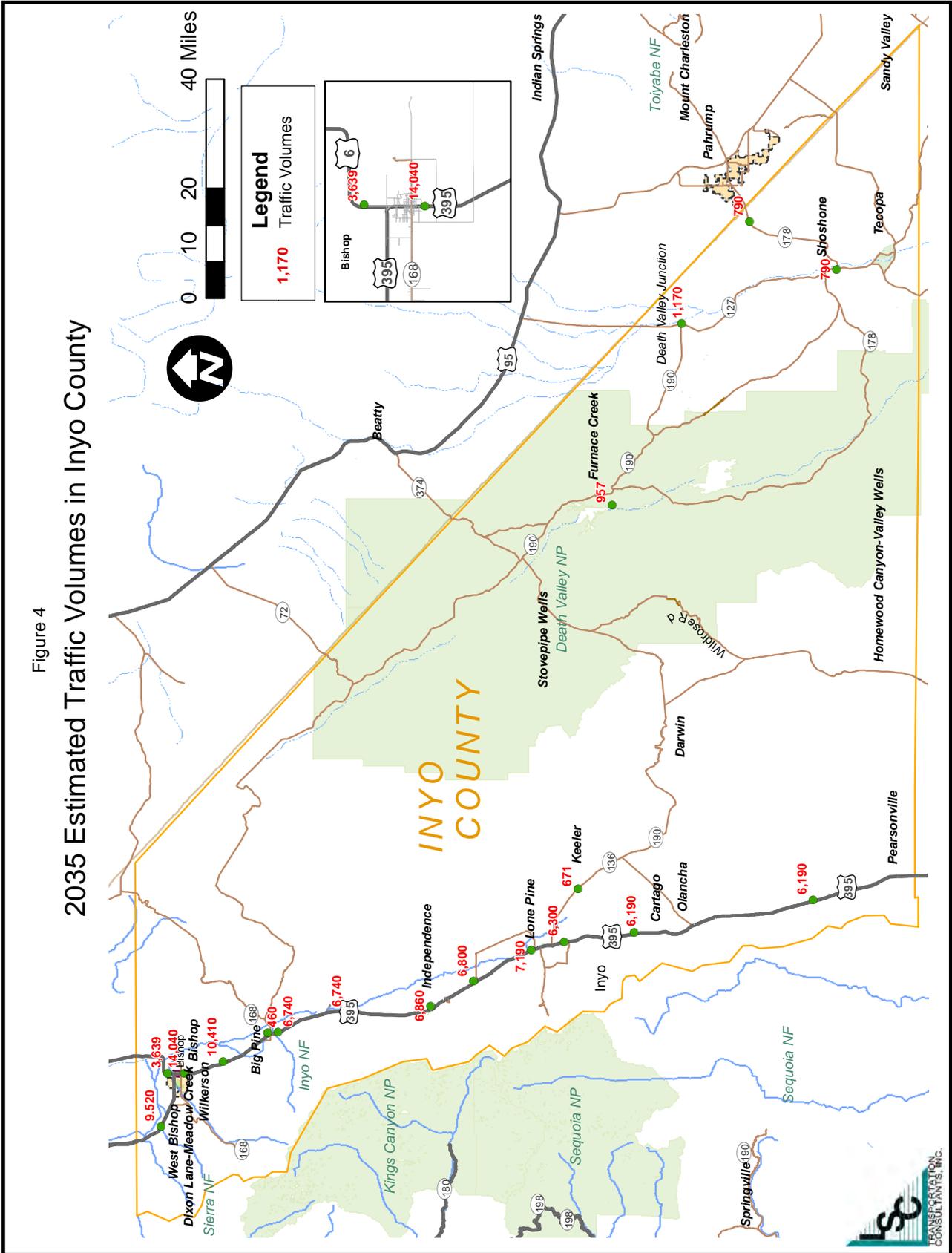
Traffic Conditions

Inyo County maintains roughly 1,124 miles of roadway. Generally, traffic conditions are not congested on Inyo County Roadways as the state highways act as the primary routes of travel.

TABLE 12: Truck Traffic on Inyo County State Highways

Highway				Total	Average	Percent
	2006	2010	2013	Change: 2006 - 2013	Annual Change 2006 - 2013	Trucks 2013
US 6 at:						
Jct. US 395	456	426	426	-30	-1.0%	12.0%
Silver Canyon Road	416	437	644	228	6.4%	30.6%
SR 127						
Shoshone, South of Jct SR 178 East	106	110	100	-6	-0.8%	11.6%
South of Stateline Road	--	91	87	--	--	31.1%
South of Jct SR 190	220	251	251	31	1.9%	21.4%
North of Jct SR 190	86	82	79	-7	-1.2%	13.7%
SR 168 at:						
South Lake Rd	29	10	13	-16	-10.8%	2.3%
Otey Rd	44	34	36	-8	-2.8%	3.0%
East of Brockman Lane	165	294	248	83	6.0%	4.0%
West of Brockman Lane	128	254	288	160	12.3%	4.6%
West of Jct US 395	252	440	414	162	7.3%	5.4%
South Jct US 395	42	43	52	10	3.1%	11.3%
SR 190 at:						
Olancha, Jct. US 395	11	44	35	24	18.0%	14.5%
West of Jct SR 136	2	4	4	2	10.4%	1.7%
Furnace Creek Ranch	37	41	41	4	1.5%	3.9%
Death Valley Junction, Jct. SR 127	45	61	62	17	4.7%	7.2%
SR 178 at:						
Death Valley Monument, South Boundary	12	15	15	3	3.2%	6.7%
West of Jct. SR 127	15	14	14	-1	-1.0%	5.5%
East of Jct SR 127	82	77	72	-10	-1.8%	9.1%
Nevada State Line	76	76	69	-7	-1.4%	8.9%
US 395 at:						
South of Jct. SR 190	768	684	660	-108	-2.1%	12.0%
North of Jct SR 190	539	513	479	-60	-1.7%	8.7%
South of Jct SR 136	726	666	626	-100	-2.1%	11.0%
North of Jct SR 136	1,228	1,154	1,079	-149	-1.8%	16.6%
Big Pine, South of Jct. SR 168	1,377	875	1,210	-167	-1.8%	20.5%
Big Pine, North of Jct. SR 168	913	1,161	847	-66	-1.1%	11.0%
Bishop, Jct SR 168	849	930	893	44	0.7%	6.0%
South of Jct. US 6	425	485	470	45	1.4%	3.0%
North of Jct. US 6	766	728	709	-57	-1.1%	5.4%
Ed Powers Rd	772	774	969	197	3.3%	13.3%
Source: Caltrans Truck AADT, 2015						

Figure 4
 2035 Estimated Traffic Volumes in Inyo County



The City of Bishop maintains roughly 17 miles of roadways. Traffic counts on City of Bishop roadways are displayed in Figure 5. As shown, the highest ADT traffic volumes were recorded on East Line Street just east of the intersection with US 395 (4,781 and 4,265). East Line Street turns into Poleta Road which provides the only paved access to the Bishop Airport. The next largest traffic volumes were recorded on Home Street near the intersection of West Line Street (4,132 and 3,700). Home Street provides access to all public schools in Bishop. The higher level of traffic on these primary roadways emphasizes the need for alternative east/west options through Bishop, particularly to the airport and for increased non-motorized travel safety to schools.

The City of Bishop General Plan Mobility Element (2012) identifies three opportunity areas. Opportunity areas have traffic issues that could also involve land use and business enhancements. The areas are as follows:

- ◆ Wye Road – Intersection issues complicated by the proximity of Kmart/Vons and land ownership by LADWP.
- ◆ Park Street – Operational issues occur at the intersection with US 395 at the commercial property particularly during special events at the park. Two bicycle/auto and one pedestrian/auto accident has occurred here over a four year period.
- ◆ Grove – Pine – Realigning East/West Pine and Grove Street to create an alternative east – west travel to Line Street would improve traffic operations. However, there are land use constraints.

Pavement Conditions

The County of Inyo and the City of Bishop utilize the MicroPAVER Management Program to analyze roadway pavement conditions and prioritize pavement projects. Original pavement conditions data was collected in 2009. Every year following, roughly one-third of roadways have been surveyed to update the Pavement Conditions Index (PCI) for Inyo County.

For roadways in the County of Inyo system, on a scale of 0 to 100 where a new road would have a PCI of 100 and a failed road of less than 10, the county average PCI is 62, as of 2014. Approximately 38 percent of Inyo County roadways have a PCI of greater than 70 (good to excellent) and 10.5 percent have a PCI of 0 to 25 (very poor to failed).

The City of Bishop's Pavement Management program was also originally developed in 2009 but completely updated in 2013. The average PCI for City of Bishop roadways is 56. Roughly 23 percent of roadways had a PCI of 70 or better (good to excellent), only 2 percent were rated less than 25 (very poor) but over half (54 percent) were rated as poor (26 – 55).

Vehicle-Miles of Travel

The amount of Vehicle-Miles of Travel (VMT) throughout the County has not changed significantly in recent years. The most recent estimate (2013) indicates that a total of 1.3 million daily vehicle-miles were traveled on roadways in Inyo County (California Public Road Data). This represents a seven percent reduction of Daily VMT from 2008 levels (1.4 million). According to the US Energy Information Administration 2014 Annual Energy Outlook, VMT is estimated to increase by 0.9 percent annually between 2012 and 2040 for the nation as a whole. Given the recent decline in VMT and population forecasts, it is likely that VMT in Inyo County will increase at a slower rate or remain steady over the RTP 20 year planning period.

Traffic Collisions

Automobile, bicycle and pedestrian accident data was reviewed from California Highway Patrol's Statewide Integrated Traffic Record System (SWITRS) 2013 reports. Results are displayed graphically in Figures 6 and 7 and a complete list of accidents is included as Appendix F. A total of 111 serious (injury and/or fatality) accidents were recorded in Inyo County in 2013. Three of these accidents involved fatalities. The majority of the accidents (77 accidents) were "solo" auto or motorcycle accidents. This can include running off the road, hitting fixed objects or a solo overturned vehicle. In fact, all three fatalities were solo accidents. Seven of the accidents in 2013 were alcohol related.

As shown in Figure 6, concentrations of auto accidents occurred in Death Valley at the intersection of SR 190, Daylight Pass Road and Scotty's Castle Road near Stovepipe Wells. The area near the intersection of Badwater Road and SR 190 at Furnace Creek has another cluster of accidents as well as the intersection of SR 178 and SR 190. Just south of Death Valley National Park near Shoshone at the intersection of SR 127 and SR 178 represents another common accident location.

The US 395 corridor has had a history of accidents, particularly in the section that remains a two-lane highway. Caltrans produced an informative graphic demonstrating the high number of accidents over a ten year period on the US 395 two-lane highway section near the intersection of SR 190 in Olancho. This graphic is presented as Appendix G. As for accidents in 2013, solo and collision accidents are dispersed throughout the US 395 corridor with small concentrations occurring near Olancho, Cartago, Lone Pine, and Independence.

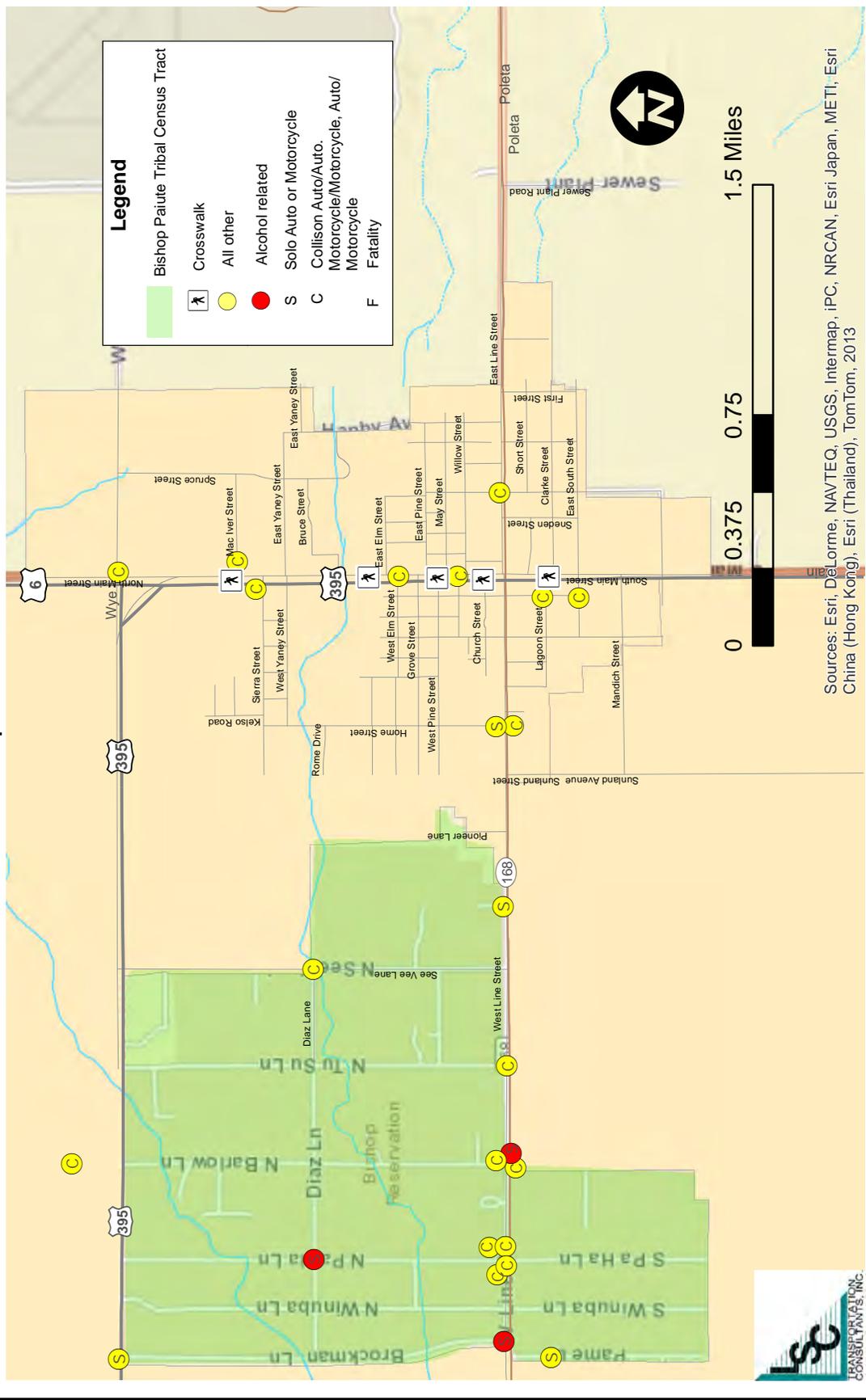
Figure 7 specifically displays accidents in the Bishop area. Although there were three accidents on US 395 in Bishop (all collisions), a greater number of accidents occurred on SR 168, particularly near Pa Ha Lane and Barlow Lane. In general, the Bishop area sees a higher number of collisions (vs solo accidents) than the rest of Inyo County.

The mileage death rate (MDR) or fatalities per 100 million miles travelled is performance measure of safety. Statewide the number of fatalities per 100 million miles travelled is 0.94 in 2013. According to SWITRS data, in Inyo County there were 0.63 fatalities per 100 million vehicle miles travelled.

Bridges

The Caltrans District 9 Log of Bridges on State Highways and the Local Agency (Inyo) Bridge Inventories are presented in Appendix H. In Inyo County, there are a total of 29 state highway bridges and 37 local bridges. Structural deficiency ratings for state highway bridges are no longer available to the public; however, this information is provided for local bridges. In order to qualify for federal funding assistance through the Highway Bridge Program (HBP), a bridge must have a sufficiency rating of 80 or below. Eleven of the local bridges have a rating of 80 or below. "Structural deficiencies" indicate that a bridge has a loading limit and a permit is required prior to crossing with loads exceeding the limit, while "functionally obsolete" refers to bridges with access limits such as the presence of only one travel lane, the lack of proper bridge rails or lack of appropriate clearances. Of the local bridges, one bridge is considered structurally deficient. An additional two bridges in the county are considered functionally obsolete.

Figure 7
2013 Bishop Area Auto Accidents



Summary of Roadway and Bridge Needs

State Highways

The US 395 widening project is the top priority project for the state highways in the region. The high level of accidents over the past ten years confirm the need to widen US 395 in the Olancha to Cartago are to four lanes. This is the only section of state highway which does not currently meet the concept LOS “C”.

Inyo County

Pavement management reports indicate that roughly 10.5 percent of Inyo County Roadways are in very poor condition or failing. The backlog of roadway maintenance is a high priority issue. A significant number of roadways in the County are in such a condition where complete reconstruction is required. County roads serve as part of a regional travel network and provide access to critical facilities and a variety of recreational destinations on National Park Service, Forest Service, and Bureau of Land Management land. Safety improvements on high speed rural roads is a significant need.

Bishop Area

Pavement management reports indicate that over half of city streets are in poor condition, making roadway rehabilitation and maintenance a high priority issue.

Another pertinent issue is the lack of connectivity. The Bishop roadway network includes many dead end streets or streets which are not continuous across US 395. Therefore, a significant amount of local traffic travels on US 395. Traffic congestion could be reduced and overall safety on US 395 could be increased if there were continuous alternatives to US 395. Additionally, very few streets are continuous in the east – west direction across US 395. The City of Bishop General Plan Mobility Element 2012 update identifies several potential future local streets and opportunity corridors. An opportunity corridor is a route that is of strategic importance in terms of connectivity but there are currently right-of-way and other constraints. These future streets and opportunity corridors are only conceptual at this time.

Tribal Roadway Issues/Needs

Tribal transportation needs have been well documented through various transportation planning efforts such as the 2009 RTP update and the Inyo County Collaborative Bikeways Plan. Appendix I presents a detailed overview of tribal transportation needs for all types of facilities. These needs and issues are summarized below.

- ◆ Bishop Paiute Tribe – With respect to roadways the reservation lacks connectivity. Dead-end streets pose turnaround challenges for the ESTA DAR. The Tribe is proposing to extend Winuba Lane to connect better to the state highways.
- ◆ Big Pine Paiute Tribe – Speeding is an issue through the reservation. There is also a need for more formal roads. The intersection of US 395 and Butcher Lane where a new travel center is planned needs improvements as well as the intersection of US 395 and Sepsey Lane, which is not an authorized intersection.
- ◆ Fort Independence – A new reservation road is proposed to provide access to the travel center and proposed golf course.

- ◆ Lone Pine Reservation – Vehicles use Zucco Road as a short-cut to the dump. There is a need for a left-turn pocket off Teya Road.

Death Valley National Park

The primary access point to Death Valley National Park is Death Valley Junction at SR 127 and Stateline Road. During peak season, 30 – 40 tour buses arrive from Las Vegas daily. With increased tourism and transportation of waste to the Nevada National Security Site, traffic congestion and roadway deterioration have become a problem. Additional lanes may be necessary in the future to accommodate all traffic. Inadequate signage was noted along SR 127 between Death Valley Junction and the Nevada state line. A “Welcome to California” sign and directional signage indicating a right turn on SR 127 to the National Park entrance is recommended.

There are some hydrology issues along SR 190 at the Furnace Creek Wash resulting from the restoration of a large spring in the park. The spring now flows along the shoulder of SR 190 and threatens to deteriorate the shoulder. NPS recommends constructing two drop-inlet culverts with horizontal grates in an effort to preserve the highway.

Bridges

As identified, 11 local bridges have a sufficiency rating of 80 or less, which makes these facilities eligible for federal funding. Replacement and continued maintenance of Inyo County and City of Bishop bridges are essential to the safety of the regional transportation system. The East Line Bridge is a top priority for the City of Bishop as this facility is 40 years old and does not meet seismic standards. The Bridge will reach the end of its useful life in 10 years.

TRANSIT SERVICES

Public transit services provide mobility to Inyo County residents, including access to important medical, recreational, social, educational and economic services and opportunities, many of which require travel outside of the County. However, providing effective and efficient public transit in Inyo is a challenge due to a low population density, rugged geography and limited funding. A discussion of public transit operators in Inyo County follows.

Eastern Sierra Transit Authority (ESTA)

ESTA was formed through a Joint Powers Agreement (JPA) between Inyo County, Mono County, City of Bishop and Town of Mammoth Lakes in 2006. Public transit service consists of a variety of demand-response, fixed route, deviated fixed route and intercity connections to multiple communities in both Inyo and Mono Counties. The service is operated out of facilities in Bishop, Mammoth Lakes, Lone Pine, Walker and Tecopa. Maintenance is contracted with outside vendors throughout the region. The services are described below and displayed graphically in Figure 8.

Intercity Routes

- ◆ Lone Pine to Reno – ESTA provides connections to the national intercity bus network and the international airport in Reno, Nevada with one round trip between Lone Pine and Reno, four days a week. Communities on US 395 served along the way include Independence, Big Pine, Bishop, Mammoth, Lee Vining, Bridgeport, Walker, Coleville, Topaz, Gardnerville and Carson City.

- ◆ Mammoth Lakes to Lancaster – Intercity connections to the Metrolink station in Lancaster are provided three days a week. This route serves the communities of Mammoth Lakes, Crowley Lake, Tom’s Place, Bishop, Big Pine, Independence, Lone Pine, Olancho, Coso Junction, Pearsonville, Inyokern, Mojave and Lancaster.

Town to Town Routes

- ◆ Mammoth Express – This route operates three round trips (morning, mid-day, and evening) between Bishop and Mammoth five days a week. Schedules are designed to accommodate commuters. Stops are also made in Tom’s Place and Crowley Lake.
- ◆ Lone Pine Express – Also a commuter route, this service travels between Lone Pine and Bishop three times a day, five days a week. Schedules are designed to accommodate commuters living in Bishop and working at county offices in Independence as well as southern Inyo County residents working in Bishop. A mid-day run allows for additional flexibility for non-commuting passengers in need of social services, medical, shopping and life line services.
- ◆ Tecopa - Pahrump - Lifeline service is provided between Tecopa and Pahrump, NV two Thursdays a month. The bus leaves the Senior Center in Tecopa at 8:00 AM, stops in Shoshone and arrives at the Walmart in Pahrump at 8:50 AM. The return trip departs at 11:00 AM.
- ◆ Benton - Bishop - Lifeline service is provided between Benton and Bishop along SR 6 on Tuesdays and Fridays with stops in Hamill Valley and Chalfant.

Inyo County Dial-A-Ride Services

- ◆ Lone Pine DAR - Door to door service is provided in Lone Pine to the general public between 7:30 AM and 3:30 PM, Monday - Friday.
- ◆ Bishop DAR - General public DAR is available from 7:00 AM to 6:00 PM Monday through Thursday, 7:00 AM to 2:00 AM on Fridays, 8:30 AM to 2:00 AM on Saturday and 8:00 AM to 1:00 PM on Sunday. During the day time hours, boarding check points have been established at various locations and times. Passengers boarding at checkpoints receive a one dollar discount on the fare.

In total, all ESTA services (excluding vanpool) carried 1,131,490 one-way passenger trips in FY 2012-13. ESTA operated a total of 936,363 vehicle miles and 56,739 vehicle hours. The ESTA vehicle fleet includes 48 vehicles.

Inyo-Mono Association for the Handicapped (IMAH)

IMAH provides a group of programs and services for adults aged 18 and older who are developmentally disabled who live in Inyo and Mono Counties. IMAH provides transportation for clients to and from programs as well as to work, using a fleet of six vehicles. Three of the vehicles were purchased with Federal Transit Administration (FTA) grant funds and a majority of the vehicles are wheelchair accessible. Most IMAH clients live in Mammoth, Benton, and Lone Pine and require transportation to the IMAH center in Bishop. IMAH operates roughly 600 miles per day for a total operating cost of around \$77,000 per year.

Toiyabe Indian Health Project

The Toiyabe Indian Health Project is a consortium and seven federally recognized tribes and two Indian communities which provide a variety of health care services, including dialysis, preventative health, mental health, dental, etc. There are three clinics located in the region: Bishop Clinic at 52 Tu Su Lane, Lone Pine Clinic at 1150 Goodwin Road, and Camp Antelope at 73 Camp Antelope Rd in Coleville. Some transportation is provided for tribal members without access to a vehicle to medical appointments and dialysis.

Eastern Sierra Area Agency for the Aging (ESAAA)

In Inyo County, ESAAA provides a variety of services including social services, services for the aging population, employment and eligibility, behavioral health services, public health services and prevention. ESAAA provides rides to individuals who are physically or logistically unable to use regular public transportation to obtain essential services such as medical appointments, grocery shopping, pharmacy and day care services. These individuals need transportation and assistance from the driver to find the out-of-town medical facility, purchase and carry groceries into the house, enter and exit the vehicle, etc. Based on individual needs, services are provided by Inyo County staff using program vehicles to residents through Inyo County. Staff provide short and long distance medical trips as far as Reno and Lancaster as well as regularly scheduled errand/shopping trips. ESAAA Site Coordinators assess individuals, plan trips and maintain records. In FY 12/13, through March, there were 20 unduplicated clients served for a total of 887 one way trips provided.

In addition to providing transportation, Inyo County HHS (ESAAA) spends roughly \$10,000 - \$12,000 in bus passes each year for clients. Clients mostly use the ESTA Bishop DAR service and Bishop to Lone Pine fixed route but some also use the Pahrump to Tecopa and Bishop to Reno route for work, school, shopping, and to access services.

Big Pine Education Center

The Big Pine Education Center provides support services for youth including: academic support for K-12 students; workshops on family formation and “out of wedlock” pregnancy; and transportation for youth sporting activities in Bishop. The program uses one 12 – 15 passenger van to transport students to Bishop Park and the Barlow Gym.

Coordinated Public Transit Human Services Transportation Plan Strategies

The Inyo Mono Coordinated Public Transit Human Services Transportation Plan (2014) identified a variety of transit needs for older adults, low income and residents with disabilities. High priority strategies to address these needs which relate to capital improvements include:

Consider acquiring a public transit vehicle to be shared among all human resource agencies - To ensure safety and continued mobility for residents, vehicles used for public transport should be replaced according to the FTA useful life guidelines. Operating costs increase significantly for vehicles that are operated beyond the recommended life span. Most human service agencies which provide transportation for clients cannot share their current vehicles due to insurance or other requirements; however, if a new vehicle is purchased through a joint grant, then the additional vehicle could be shared. The shared vehicle could be used as a primary or backup vehicle depending on the level of use. A shared vehicle would limit duplication of resources while meeting capital needs for the region.

Construct a shared transit operations and maintenance facility - Shared transit operations and maintenance facilities particularly in Bishop and Mammoth have been identified as beneficial capital investments that could be shared between various agencies to reduce overall vehicle storage and maintenance cost of the region's transit fleet. A shared transit facility will provide a safe and secure location for vehicle storage and staging and would provide an opportunity to increase efficiency by performing vehicle maintenance in house. Both Yosemite Area Regional Transit (YARTS) and IMAH indicated an interest in sharing a new vehicle maintenance facility with ESTA.

Public Transit Ridership Projections

Although the Inyo County population is not expected to increase much by 2035, the population will age over the twenty year planning period. Table 5 above presents population forecast by age group from the CA Department of Finance. From 2010 to 2030, the Inyo County population age 65 and older is expected to increase by 56 percent. The number of seniors age 85 and older (those most likely to not drive) is expected to increase by 32 percent. In addition to increased transit demand from elderly residents, there is also expected to be an increase in demand for public transit to Inyo Counties many recreational destinations.

Transit Capital Needs

In terms of regional transportation capital improvement projects, stakeholders indicated that a larger network of sidewalks in the City of Bishop would help make boarding and alighting of ESTA demand response buses easier for residents with disabilities who use a wheelchair. Public input and planning efforts have also indicated a need and benefit for a new public transit maintenance and operations facility at the Bishop Airport. Other transit providers such as IMAH have indicated an interest in sharing this facility with the primary public transit provider, ESTA. This would help to maximize federal and state grant funding.

Tribal Transit Needs

On the Bishop Paiute Reservation a relatively high number of residents do not possess a driver's license and therefore are reliant on public transit and non-motorized travel. Previous studies have indicated a need for bus shelters at common pick up/drop off locations on the reservation. Residents of the Big Pine Reservation and Lone Pine would like to see increased public transit service. At Fort Independence residents would like public transit available for students attending after-school programs.

NON-MOTORIZED FACILITIES

Bicycle and pedestrian facility needs have been well documented in Inyo County. Inyo County recently (2011) revised the Inyo County Collaborative Bikeway Plan. The Bishop Paiute Tribe updated their Transit and Transportation Improvements Plan in 2013 which identifies improvements for walking and bicycling. Public input for this RTP update emphasized the need for non-motorized facility improvements. Non-motorized facilities encompass a wide variety of transportation improvements designed to provide safety and greater mobility for bicyclist, pedestrians, skateboards etc. For pedestrians this includes, sidewalks, crosswalks, push button signals, and curb ramps. Bicycle facilities are separated into three categories:

- ♦ Class I (Bike Path) – Provides a completely separated right-of way for bicyclists and pedestrians with cross flow by vehicles minimized

- ♦ Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway
- ♦ Class III (Bike Route) – A signed route along a street or highway which provides a shared-use with other vehicles

Smaller projects such as bike racks, signage, and education programs are also considered non-motorized transportation improvements.

Existing non-motorized facilities in the City of Bishop and Inyo County consist of the following and are presented in Figure 9:

Bishop Area

Class I

- Sierra St. Path - 0.4 mile from the end of Sierra Street northward to US 395
- South Barlow Lane - 0.5 miles south of SR 168 along Barlow Lane.

Class II or III

- North Barlow Lane and Saniger Lane runs 0.9 miles from US 395 north to Juniper Street.
- SR 168 - 2.8 miles between Home Street and Red Hill Road.
- US 395 – 2.7 miles between Elm Street (southbound), City Park (northbound) and Brockman Lane

Wilkerson

- ♦ Class II or III facility follows Gerkin Road between Sunland Drive and Sierra Bonita Street

Death Valley

- ♦ Class I facility - 1.3 miles along SR 190 from the Furnace Creek Visitor Center to Harmony Borax Works

Tecopa

- ♦ Class II or III – Tecopa Hot Springs Road (2.7 miles) from Old Spanish Trail Highway to Tecopa Hot Springs Resort

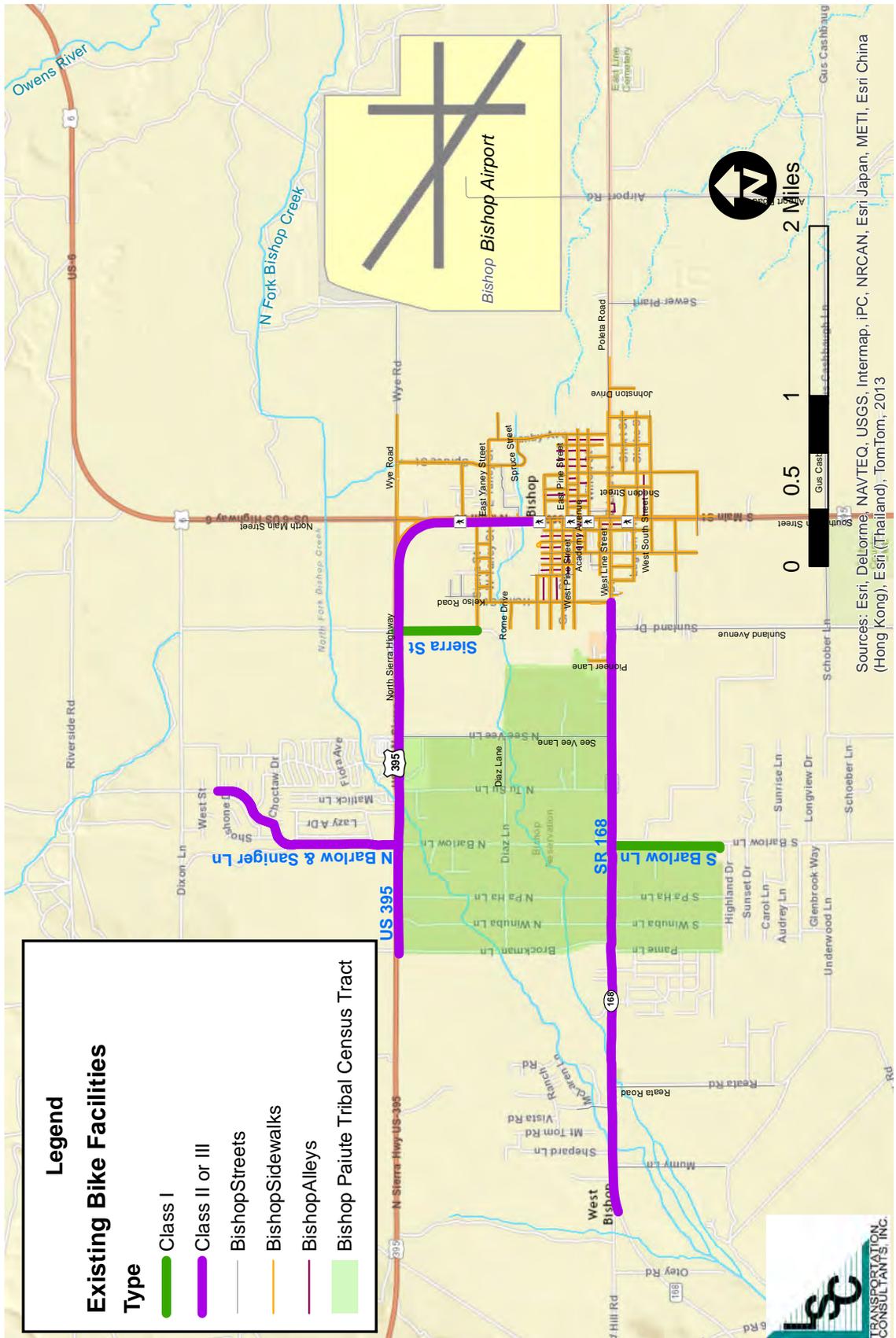
Sidewalks are generally limited to those streets within a block of US 395 and along US 395 through the center of Inyo County communities. There is also an extensive network of sidewalks in the Meadow Creek subdivision. As shown in Figure 9, the City of Bishop has also constructed sidewalks along many of the streets within the incorporated portion of Bishop. Crosswalks exist along US 395 in the communities of Bishop, Lone Pine, Big Pine and Independence.

Cycling for recreational and utilitarian purposes is common on many of Inyo County state highways and local roadways, particularly in the Round Valley Area, Millpond area, and in Bishop.

Bicycle/Pedestrian Related Traffic Accidents

Figure 10 displays bicycle and pedestrian accidents involving automobiles in Inyo County between 2010 and 2013. Two bicycle/auto accidents occurred at Death Valley Junction (SR 127/SR 190) and two along

Figure 9
Bishop Existing Non-Motorized Facilities



Badwater Road. Another two bicycle accidents occurred on or near Whitney Portal Road in Lone Pine and the remaining two bicycle/auto accidents occurred on US 395. Pedestrian/auto accidents in 2013 occurred at Onion Valley Campground and on US 395 at Black Rock Springs Road and in Big Pine.

Figure 11 displays bicycle/pedestrian conflicts with automobiles in the Bishop area. These accidents are generally focused on the US 395 and SR 168 corridor. Although a greater number of bicycle accidents occurred where there is no Class I, II, or III facility, multiple accidents occurred even where there is a Class II/III bike lane/route. Figure 11 clearly demonstrates a need for increased safety along Main Street (US 395) in Bishop.

Projections of Bicycle/Pedestrian Activities

It is difficult to project demand for bicycle facilities in rural areas as there is little existing survey data available. Demand for future bicycle facilities was projected in the Inyo County Collaborative Bikeways Plan based on journey to work mode split data. The 2009 – 2013 American Community Survey identifies the following travel to work mode share characteristics:

- ◆ Inyo County – Bicycle (4.0%), walk (7.1%)
- ◆ City of Bishop – Bicycle (11.1%), walk (7.6 percent)
- ◆ Bishop Paiute Tribal Census Tract – Bicycle (2.6%), walk (6.2%)

Applying these proportions to the estimated 2013 employed residents equates to roughly 170,400 annual bicycle commute trips and 298,200 annual walk commute trips in Inyo County as a whole. As connectivity improves, it is anticipated that the bicycle mode share will increase to at least 5.0 percent by 2035 and the walk mode share will increase to 8.0 percent. This would increase annual bicycle commute trips to at least 213,000 and annual walk commute trips to 298,200 for Inyo County as a whole.

As more facilities are constructed it is likely that the percentage of Inyo County residents commuting to work via bicycle will increase. It is also important to note that Census data only tracks travel to work trips. With a more continuous non-motorized network, Inyo County residents are more likely to walk or bike for recreation, everyday errands, or social engagements.

Non-Motorized Facility Needs

Due to the high proportion of land owned by public agencies, Inyo County communities are rather compact, lending the communities to being “walkable” or “bikeable” communities. However, the Inyo County Collaborative Bicycle Plan, Tribal Transportation Plans and various public input processes, identified some obstacles and needs for non-motorized travel safety and continuity. These issues are summarized below. Specific comments from the RTP public meetings are presented in Appendix D.

- ◆ Pavement conditions – Poor pavement conditions near the shoulders pose safety issues for cyclists if the cyclist is forced to travel farther away from the edge of the road.
- ◆ Narrow roadway shoulders – As in most rural areas with two lane highways and roads, the shoulder is not always wide enough for bicycle travel without requiring passing vehicles to cross the double yellow line. Roadway sections where this is particularly important for safety and connectivity reasons are:

- SR 168 to Cerro Coso Community College
 - Red Hill Road between SR 168 and Ed Powers Rd
 - Ed Powers Rd between SR 168 and US 395
 - SR 178 accessing Death Valley National Park
 - Line Street (SR 168 in Bishop)
- ◆ Bishop – US 395, Main Street, bisects the Bishop area and many of the intersecting roadways do not cross the highway, making east-west travel discontinuous. Bicycle facilities are limited to US 395, SR 168 and three Class I paths on Sierra Street and Barlow Lane. Even with Class II or III bicycle lane on Main Street, traffic volumes are much higher than the side streets (Figure 5) and more congested. Many cyclists do not feel safe travelling on Main Street. Additionally, skateboarding is prohibited on Main Street, although it is a popular mode of travel for youth.
 - ◆ Safe Routes to Schools – Children travelling from the reservation to the schools need an all-weather safe route alternative to SR 168. Along the same lines, there is a need for a safe route alternative to US 395 from North Bishop to the schools between the end of Sierra Street and Keough Street. Traffic volumes on Home Street which provides access to all public schools in Bishop are larger than most other city streets (Figure 5), underscoring the need to maintain sidewalks and other non-motorized facilities for safe travel to school on this street.
 - ◆ Continuous Sidewalks – In the Bishop area, a network of continuous sidewalks is important for all pedestrian safety but particularly for school children. A good maintained sidewalk network also reduces conflicts between pedestrians and cyclists on roadway shoulders. Areas of concern are: Pine St, Grove St, and Elm St and in the Dixon Lane – Meadow Creek neighborhood. The community of Lone Pine is also lacking continuous sidewalks, particularly around the post office.
 - ◆ Crossing US 395 – Although there are multiple crosswalks on US 395 in Inyo County communities, safe crossings are still a concern according to input received through the Inyo County Active Transportation Plan outreach process. School staff cite this as the main issue for school children in Big Pine (the school is located on US 395).
 - ◆ Animals – Cyclists in the Bishop area have had confrontations with dogs. According to surveys conducted as part of the Collaborative Bikeway Plan, many parents will not let their children walk to school because of dogs.
 - ◆ Connectivity to Public Transit (multimodal)– An important part of constructing facilities which encourage safe non-motorized use is to ensure that there is connectivity between bicycle facilities/sidewalks and public transit. It may also be helpful to place bike racks at bus stops. As noted in the public transit section, construction of sidewalks and curb cuts near bus stops is important for transit passengers with disabilities.
 - ◆ Maintenance – After a bicycle or pedestrian facility is constructed it is important to maintain the facility or roadway, free of gravel and foliage that inhibit bicycle travel. Certain types of pavement treatments such as chip sealing provide a rough surface for bicyclists.
 - ◆ Signage and Education – Many residents are unaware of the bicycle and pedestrian facilities which exist in the Bishop area. As the area also receives a high number of visitors, an important regional transportation need is to create better awareness of facilities and safe routes. This could be done

through signage, pavement markings and education. Although as noted in the public input process, too many signs can decrease the value of signage so pavement treatments may be useful.

- ◆ Connections to Recreation – Inyo County recreation trailheads are often located several miles from communities which can be used as gateways or supply stops for visiting hikers, climbers, etc. Better non-motorized facility connections would increase tourism and recreation opportunities for residents with no access to a vehicle. The Lone Pine Heritage Trail Plan is an example. This proposed series of trails for walkers and bikers would improve non-motorized access along Main Street and provide connectivity between Lone Pine and the nearby communities of Alabama Hills, Pangborn Lane, Foothill Trailer Park, and the Lone Pine Reservation.
- ◆ LORP – There is abundant opportunity for recreation oriented non-motorized trails projects in the LORP area. The Lower Owens River Recreation Use Plan identified the following key issues:
 - Tule growth and management
 - Public information and outreach
 - Access, signage, and wayfinding
 - Recreation on privately-held lands
 - Environmental education and stewardship
 - Economic development
 - The interface between ranching and recreation uses
 - Protection of cultural resources
 - Recreation operations and management
- ◆ Equestrian Travel – When designing and planning for non-motorized travel, equestrian travel should be considered.
- ◆ Bishop Paiute - As the Bishop Paiute Reservation is located adjacent to the City of Bishop and between two state highways, walking and biking work, school, and services is convenient. Challenges arise because most of the roadway shoulders are soft dirt or overgrown with vegetation, making walking or biking more difficult. There is a dirt path which connects the Reservation to the schools just east of tribal lands known as the Indian Trail. Although it is a common route to school for children, it is dirt, not maintained, and poorly graded. There are also a series of trails in the Conservation and Open Space Area (COSA) in the southeastern portion of the reservation which do not currently connect to West Line Street. There are essentially no sidewalks on the reservation. There is a need for connectivity to existing sidewalks on the northern and southern boundaries of the reservation.
- ◆ Big Pine/Big Pine Paiute – There are no bicycle facilities on the Big Pine Reservation. There is a need to improve connectivity and create a safe bicycling/walking alternative to US 395 between Big Pine and the Reservation.
- ◆ Fort Independence/Independence – A safer non-motorized connection is also needed between the Fort Independence Reservation and the community of Independence.
- ◆ Lone Pine – The same issues occur in Long Pine. Non-motorized travel south of downtown is particularly unsafe due to a higher speed limit and the lack of sidewalks.

- ◆ Inyo National Forest – The distance on roadways with no bicycle and pedestrian facilities may discourage alternative transportation to Inyo National Forest trailheads. Depending on the level of the rider, steep grades and narrow shoulders are also an issue.

AVIATION

There are seven publicly operated airports in Inyo County and six private air strips. As shown in Figure 1, above, these include the Bishop Airport, and the Independence, Lone Pine, and Shoshone Airports which are operated by Inyo County. Trona Airport is operated by the Searles Valley Community Services Council and Stovepipe Wells and Furnace Creek airports are owned and operated by the National Park Service. There is also a public backcountry dirt airstrip in Saline Valley in Death Valley National Park. The Bishop Airport is the only airport in Inyo County which can accommodate regularly scheduled commercial freight service. For commercial airline service, Inyo County residents must travel to the nearby Mammoth Lakes Airport or south to the Inyokern Airport in Kern County.

The current conditions at the seven publicly operated general aviation airports are as follows:

- ◆ **Bishop Airport**– the Bishop Airport is located roughly two miles east of the City of Bishop. The airport is located on LADWP land which is leased to Inyo County. The airport includes fueling facilities but no control tower. As of January 2015, 45 fixed wing aircraft and 3 gliders were based at the airport. For the twelve month period ending June 2014, annual operations (takeoffs or landings) totaled 26,000, including 3,000 military operations. There are five helipads and several hangars located at the airport. The terminal building also serves as the administrative offices for ESTA and a restaurant. The Bishop Airport Master Plan is currently being updated.

Commercial passenger air service was available at the Bishop airport until 1993. Being located lower in elevation and farther from the mountains, the Bishop area has advantages for commercial passenger service over the Mammoth Lakes airport, particularly during inclement weather. However, airport improvements such as security fencing would be required to make the airport compliant with Federal Aviation Association (FAA) Rule Part 139 before the airport could support commercial passenger service. Improving the Bishop Airport to accommodate commercial passenger service is currently being evaluated and vetted in the community as part of an airport planning process.

Currently, Poleta Road is the only connection to Airport Road and the ESRA Airport from US 395. As such, heavy trucks tend to use residential streets to cut-through to US 395. A top priority project for the City of Bishop is to extend Wye street to the airport so as to provide an additional connection to US 395 without travelling through neighborhoods.

- ◆ **Independence Airport** - The Independence Airport lies just north of the community of Independence on the east side of US 395. This general aviation airport is not on the National Plan of Airport Integrated Systems (NPAIS), making the airport ineligible for most FAA funding. No fueling facilities are available and only two aircraft are based there. It is estimated that the airport sees roughly 3,000 operations annually and most activity is generated by the US Forest Service at the helitack base for fire suppression activities.
- ◆ **Lone Pine Airport** – The Lone Pine Airport is located south of town, east of US 395. Fueling facilities are available and five aircraft are based at this airport. Roughly 8,600 takeoffs and landings occur annually. The Airport Master Record reports cracks in the pavement and faded runway markings.

- ◆ **Shoshone Airport** – The Shoshone Airport is located just east of SR 127, south of SR 178. No services are available at this non-NPAIS airport and no aircraft are based there. Only 700 operations occur annually.
- ◆ **Stovepipe Wells Airport** – Owned and operated by the National Park Service, the Stovepipe Wells Airport is located within Death Valley National Park off of SR 190 near Stovepipe Wells Village. The airport is not on the NPAIS, has no facilities and no based aircraft. Roughly 1,000 aircraft operations are estimated to occur annually.
- ◆ **Trona Airport** – The Trona Airport is located north of the community of Trona off of Trona Wildrose Road. The airport is owned by the BLM and operated by the Searles Valley Community Services Center. There are no facilities and no fixed wing aircraft based there, although two ultra-lights are based at the airport. The airport estimates roughly 7,000 take-offs and landings annually.

Aviation Projections

Although airport operations are not officially recorded at Inyo County airports as there are no control towers, it is estimated that annual operations at the Bishop Airport has not increased over the past ten years. Therefore, unless improvements are made to the airport to allow for commercial passenger service, it is likely that aviation activity will remain relatively stable going forward.

GOODS MOVEMENT

The *RTP Guidelines* state that RTPAs must plan for the movement of goods in the same way they plan for the movement of people to support population growth and economic development. Developing strategies for improving the regional movement of goods can have positive impacts such as job creation, a reduction in land use conflicts or a decrease in air pollution. In Inyo County, goods movement is focused on trucking. According to a US 395 goods movement study commission by Caltrans in 2006, the majority of trucks on that highway are based in Southern California. The majority of northbound trucks are destined for Nevada.

Truck Routes

The Surface Transportation Assistance Act (STAA) sets forth specific dimension requirements for trucks related to the overall length, length of semitrailer and length from the King Pin to Rear Axle (KPRI). Per the act, there are various levels of truck routes where different vehicle dimensions are allowed. Roadway limitations (such as sub-standard curves, absence of shoulders, and narrow lanes) affect the different designations. An STAA sized truck may only travel on state highways categorized as STAA National Highway Network or Terminal Access routes. STAA truck dimensions have been the trucking standard for 20 years and major trucking companies use STAA trucks in their fleet. US 395 and US 6 are part of the National STAA network while SR 127 is part of the Terminal Access STAA network. All other state highways in Inyo County are designated California Legal or California Legal Advisory routes. STAA sized trucks are not allowed on these highways.

Truck Traffic Volumes

Table 11 presents the most recent data regarding truck activity on the state highways (*Caltrans Annual Average Daily Truck Traffic on the California State Highway System, 2006-2013*). The highest truck traffic volumes in 2013 were observed on US 395 near the community of Big Pine (1,210 trucks per day), followed by US 395 north of SR136 in Lone Pine (1,079 trucks per day) and US 395 at Ed Powers Road

(969 trucks per day). This is a reflection of the high level of regional goods movement along US 395 between Southern California and Nevada. SR 168 sees a fair amount of truck traffic with truck AADT of 250 to 400 between Brockman Road and US 395. The proportion of all traffic consisting of trucks was highest on US 6 and SR 127 where trucks represent around 30 percent of all traffic.

A review of historical truck traffic on Inyo state highways shows that truck traffic has generally decreased over the last seven years on US 395 with the exception of SR 168 and US 6 in Bishop. SR 190 between Olancho and Junction with SR 136 has seen an increase in truck traffic of 10 to 18 percent from 2006 - 2013. Truck traffic has also increased on SR 168 between Brockman Lane and US 395 (3 to 12 percent increase). The largest decrease in truck traffic during the seven year period was observed on US 395 just south of the SR 168 junction in Big Pine (167 trucks per day).

Rail Facilities

There is no passenger or freight rail service in Inyo County. There are several rail corridors in the County where the tracks have been removed. The limited rail facilities are used for recreational purposes or historic interest. It is anticipated that freight or passenger rail facilities will not expand in Inyo County over the next 20 years.

Intermodal Transportation

Intermodal transportation is the movement of products using multiple forms of transportation such as trucking and rail. In Inyo County, most goods movement travels through the region but does not begin or end there. The Bishop Airport does not see much cargo transportation and there is no freight rail service. Therefore, intermodal transportation is not applicable to Inyo County.

Goods Movement Issues

In 2007, Caltrans conducted *the Bishop Area Access and Circulation Feasibility Study* in an effort to improve circulation and safety for all travel modes in downtown Bishop, facilitate access to the Bishop Airport, and accommodate commercial truck traffic while keeping services in Bishop visible to through traffic. The idea of a truck bypass around downtown Bishop has been studied since the 1960's. Several issues have led to a desire to reroute truck traffic around the Bishop downtown corridor:

- ◆ Truck traffic volumes on US 395 between SR 168 and US 6 have seen a 3 to 6 percent increase between 2006 and 2013 for a total increase in annual average truck traffic of around 45 trucks per day. However, truck volumes through downtown Bishop on US 395 are around 200 – 300 trucks per day lower than truck volumes near Big Pine.
- ◆ Truck traffic may increase in the future due to the growth of warehousing and manufacturing in the Reno/Carson City area.
- ◆ The relatively higher traffic volumes along US 395/ Main Street create an uncomfortable environment for bicyclists and pedestrians, particularly school children.
- ◆ The sharp turning radius at the corner of US 395 and Line Street is another concern. It is difficult for trucks and vehicles pulling trailers to make a left turn off of US 395 on to East Line Street without using a portion of westbound East Line Street.

- ◆ There are a higher number of bicycle/pedestrian accidents along the US 395 corridor in downtown Bishop as well as three auto collisions in 2013.
- ◆ In most cities, local traffic is naturally diverted to side streets during times of high congestion. In Bishop, however, there are only three north – south through corridors for vehicles with US 395/Main Street being the primary corridor. SR 168/Line Street is the primary east – west corridor although South Street and Yaney Street also make the connection. All other east – west streets in Bishop end in a “T” intersection.

The Bishop Area Access and Circulation Feasibility Study recommended the following:

- ◆ Driveway and sidewalk improvements along North Sierra Highway/US 395
- ◆ Improvements to the Wye Road/US 395/US6 junction
- ◆ Two-lane with four lane right of way eastern truck route from south of Bishop to the US 6/Wye Road junction.
- ◆ Extension of Sierra Street to See Vee Lane
- ◆ Extension of See Vee Lane north to Choctaw Drive to provide a new entrance for the Highlands Mobile Home Park.
- ◆ The addition of a new “B Street” which would parallel Main Street. The extension of Jay Street and Wye Street to B Street.
- ◆ Extension of Jay Street west to Barlow Lane
- ◆ Provide parallel streets to Main Streets on the West and East of Main Street.
- ◆ Align East/West city street connections

The construction of a truck bypass in Bishop has mixed approval among residents. Downtown business owners are generally opposed to a bypass for fear that interregional traffic will no longer stop in Bishop for services.

Goods Movement Projections

Although truck traffic volumes have decreased in many locations along with total traffic volumes, it is anticipated that trucking will remain the primary form of goods movement in Inyo County over the next 20 years. As improvements are made to the regional STAA network and warehousing grows in the Reno/Carson City area and the World Logistics Center in Moreno Valley, future truck volumes may increase. Goods movement will remain an important factor to consider when programming roadway improvements on US 395 and US 6.

TRANSPORTATION SYSTEM OPERATIONS AND MANAGEMENT

The *RTP Guidelines* require that a RTP address operational and management strategies to improve the performance of the regional transportation system by reducing congestion and maximizing the safety and mobility of people and goods. Reducing traffic congestion can be addressed in two ways: Transportation System Management (TSM) and Transportation Demand Management (TDM). TSM focuses on reducing traffic congestion by improving performance and efficiency, safety and capacity of the transportation system. Examples include High Occupancy Vehicle (HOV) lanes, facility design treatments, freeway management, traffic incident management, traffic signal coordination, and Intelligent Transportation Systems (ITS). TDM addresses traffic congestion by reducing travel demand rather than increasing transportation capacity and focuses on alternatives such as ride sharing, flextime work schedules, increased transit usage, walking, and bicycling.

Travel Demand Management is more relevant to Inyo County. TDM incorporates decisions made at home before persons leave the house. If residents know that there is a safe and easy method of getting to their destination without their private vehicle, they are more likely to choose alternate modes. TDM strategies which apply to Inyo County include:

Rideshare Programs – Rideshare databases and websites are a good method of matching commuters and thereby reducing the number of vehicles on the road. ESTA administers a small vanpool program between Mammoth Lakes and Bishop.

Other TDM strategies which could help reduce traffic congestion and improve the performance of the regional transportation system include the encouragement of alternative modes of transportation by linking bicycle and pedestrian facilities to key bus stops and provide support facilities such as bike racks and lockers at shopping centers and bus stops so that bicyclists feel safe leaving their bicycle unattended.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are advanced technology solutions designed to increase safety and improve reliability of the transportation system. Examples of ITS used on rural state highways include: Closed Circuit TV (CCTV) stations, Highway Advisory Radio (HAR), Changeable Message Signs (CMS), Extinguishable Message Sign (EMS) and a Road Weather Information Stations (RWIS). These tools provide motorists with real-time information regarding weather, road conditions, road work, road closures, diversions or expected delays so that they can adjust their route accordingly.

AIR QUALITY

Air quality is a significant consideration in planning for and evaluation of transportation systems. Both state and federal law contain significant regulations concerning the impact of transportation projects on air quality. Under state law, local and regional air pollution control districts have the primary responsibility for controlling air pollutant emissions from all sources other than vehicular sources. Control of vehicular air pollution is the responsibility of the California Air Resources Board (CARB). CARB divides California into air basins and adopts standards of quality for each air basin. Inyo County is part of the Great Basin Valleys Air Basin with air quality managed by the Great Basin Unified Air Pollution Control District.

The United States Environmental Protection Agency (EPA) established standards for air pollutants that affect the public health and welfare. Likewise, CARB established state standards and are higher than the

federal standards. The six criteria pollutants are Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Ozone (O₃), Particulate Matter (PM), Lead (Pb), and Sulfur Dioxide (SO₂).

Inyo County is considered “in attainment” or unclassified for every federal air quality standard except for the PM-10 standard, which is not in attainment in the Owens Valley area. As for state standards, Inyo County is not in attainment for PM-2.5 and PM-10.

PM-2.5 and PM-10 are caused by a combination of sources, including fugitive dust, combustion from automobiles and heating, road salt, conifers, and others. The difference between the two pollutants is the size of the particles—PM-10 is particulate matter with an average maximum size of 10 microns and PM-2.5 is PM that is 2.5 microns or smaller. Constituents that comprise suspended particulates include organic, sulfate, and nitrate aerosols that are formed in the air from emitted hydrocarbons, chloride, sulfur oxides, and oxides of nitrogen. Particulates reduce visibility and pose a health hazard by causing respiratory and related problems. In the Owens Valley area, PM-10 pollution is directly related to windblown dust from the dry Owens Lake Bed. The Great Basin Unified Air Pollution Control District prepared a SIP for PM-10 in 2008 with a 2013 amendment. The majority of the SIP addresses mitigation measures for LADWP to reduce windblown dust in the Owens Lake area. The plan does not attribute PM-10 levels to transportation. However, as indicated in the SIP and the input letter from the Great Basin Unified Air Pollution Control District regarding this RTP, all transportation projects must comply with district rules 400 – 402, asphalt plants require district permitting, diesel vehicles must comply with state regulations, and PM10 emissions must be quantified for transportation-related projects in the Owens Valley.

CLIMATE CHANGE

Global climate change or “global warming” is an important issue which is closely related to transportation. Climate change is caused by the release of greenhouse gases (GHG’s) such as carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, perfluorocarbons, and sulfur hexafluoride into the atmosphere that traps heat and increases temperatures near the earth’s surface. Motorized vehicles emit carbon dioxide and are large contributors to GHG emissions. In fact, according to the CARB GHG Inventory for 2012, transportation accounts for roughly 37.5 percent of total GHG emissions in California. Forecasted, long-term consequences of climate change range from a rise in the sea level to a significant loss of the Sierra snowpack. Despite potentially devastating long term affects, climate change does not have immediately visible effects such as smog. However, GHG emissions are an important air quality issue which needs to be addressed in regional transportation planning documents. State climate change policies and strategies to further reduce GHG emissions locally in Inyo County are discussed further in Chapters 3 and 4.

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The purpose of the Policy Element of the RTP is to provide guidance to regional transportation decision makers and promote consistency among state, regional, and local agencies. California statutes, Government Code Section 65080 (b), states that the Policy Element must:

- ◆ Describe transportation issues in the region
- ◆ Identify and quantify regional needs expressed within both short- and long-range planning horizons
- ◆ Maintain internal consistency with the Financial Element and fund estimates

This chapter summarizes the transportation issues in the Inyo region and provides goals, objectives, and policies to assist in setting transportation priorities.

REGIONAL TRANSPORTATION NEEDS AND ISSUES

Global Issues

As the world's twelfth largest source of carbon dioxide, the State of California recognizes the need to establish climate change standards. Assembly Bill 32: Global Warming Solutions Act, adopted in 2006, requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve greenhouse gas (GHG) emissions equivalent to statewide levels in 1990, by 2020. Since AB 32, several laws and policies have been enacted to further direct the state toward reaching the emissions reduction goal. Executive Order S-01-07, signed on January 18, 2007, mandates the following: 1) that a statewide goal is established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and 2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels is established for California. Other legislation provides for tax credits for the use of renewable energy sources. The Governor signed an Executive Order directing the CARB to adopt regulations increasing California's Renewable Portfolio Standard (RPS) to 33 percent by 2020.

In order to reach the AB 32 emissions reduction targets, CARB developed a Scoping Plan. The first update to the CARB AB 32 Scoping Plan was completed in May 2014. Transportation related strategies to reach GHG emissions goals include: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.

In California, transportation sector tail pipe emissions accounts for 37 percent of climate change emissions (Scoping Plan, 2014). Therefore the impact that RTP projects will have on GHG emissions is a relevant issue. With a population of less than 20,000 people and limited traffic congestion, it is not likely that Inyo County will have a noticeable effect on greenhouse gas emissions. However, it is important that Inyo County transportation and land use decision-makers pursue transportation and land use projects that adhere to state strategies. Examples of projects already included in the RTP are improvement projects which encourage bikeway and pedestrian use by residents and visitors. Other types of projects which could be implemented in the future, and which will positively contribute to GHG emissions reductions, are public education as well as awareness of the best practices. A discussion on regional transportation strategies to reduce GHG emissions is included in Chapter 4.

LOCAL AND REGIONAL ISSUES AND NEEDS

Inyo County experiences many of the same regional transportation issues as other rural counties in California. In particular: (1) only limited funds are available for roadway operations and maintenance; (2) it is financially difficult to provide consistent transit service to all communities; and (3) there are insufficient facilities for pedestrian/bicycle access. Mobility issues in certain communities are exacerbated by its remoteness. Regional transportation needs and issues are discussed below in greater detail.

Demographics and Economics

Demographic and economic conditions are the root of many regional transportation issues. The median income in incorporated City of Bishop and Lone Pine is less than 60 percent of the statewide average. These statistics indicate that the residents of these communities have fewer resources available and therefore are generally more dependent on alternative modes of transportation, such as transit, bicycling, or walking.

Roadway and Bridge Needs

Roadway and Bridge needs for state highways, local roads and tribal roads generally fall into three categories: capacity, safety/system preservation, and connectivity. A high number of collisions and LOS “D” on US 395 between the communities of Olancho and Cartago are significant capacity and safety issues on the state highway system. Roadway rehabilitation is overdue on many county and city roads leading to costlier repairs and potentially unsafe roadway conditions. Connectivity is a big issue in the City of Bishop and the Inyo County tribal communities. There are many discontinuous and dead end streets in these communities. This leads to congestion and safety issues on the state highways which do traverse communities such as US 395 and SR 168. Seasonal visitor traffic also causes some congestion issues in Death Valley National Park in the eastern portion of the county.

Transit Need

According to the US Census American Community Survey 2006-2010, approximately 6.2 percent of households in Inyo County had no vehicle available to them and therefore are dependent on ESTA and/or family/friends for transportation. Maintaining reliable and efficient public transit is an important regional transportation need for Inyo County, underscored by the remoteness of many of the communities.

As far as transit capital improvement needs, in addition to replacing vehicles as they reach the end of their useful life, improvements such as sidewalks and curb cuts in the City of Bishop and adjoining areas will help for the loading/unloading of passengers with wheelchairs and other disabilities.

Non-Motorized Facility Needs

There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists, and residents alike. Wider shoulders, bike lanes and paths will greatly increase safety in the region while way-finding signage, sidewalks and connections between communities and trailheads will improve the overall experience for both visitors and residents. Sidewalks, crosswalks, and lighting are particularly important for residents with disabilities. Providing facilities which allow residents to connect between public transit, walking and biking increase the attractiveness of active forms of transportation. As with roadways, needs associated with non-motorized facilities do not end at construction. It is important to maintain bicycle paths and sidewalks by sweeping and repairing the facility surface. Not only does this increase safety but it also encourages non-motorized facility use.

The City of Bishop is a fairly compact urban center that lends itself well to bicycle commuting and/or walking. However, Main Street is US 395 and has high traffic volumes. To complicate matters, there are few side street alternatives which travel continuously through town. The same problem occurs in the east/west direction, where there is a need for alternative non-motorized routes to SR 168 to connect the community center with the Bishop Paiute Reservation and West Bishop neighborhoods. This is particularly important for school children living on the reservation.

Similar issues have been brought up for the other US 395 communities of Big Pine, Lone Pine and Independence. There is a need for an alternative safe non-motorized travel route to US 395 between downtown and the reservation areas.

Aviation Needs

The airports in the Inyo County serve a small amount of general aviation and emergency services air traffic. The Bishop Airport is a logical location for commercial air service into the Eastern Sierra due to a more moderate climate and location than the Mammoth Lakes airport. Security and other airport improvements will be required to become compliant with FAA Rule Part 139 before commercial service can be implemented.

It is not likely that there is sufficient demand to expand other airport facilities in the short term. Inyo County will continue to use California State annual grant funds to maintain these airports to acceptable standards.

Goods Movement Needs

Goods movement is an important transportation issue for the Inyo region. The proportion of all traffic representing trucks reached as high as 20 percent on US 395 in 2013. The potential for issues arise in the downtown areas of communities where bicycle/pedestrian travel is more common. Maintaining state highways to a level that is sufficient for goods movement and providing adequate truck parking will continue to be an important regional transportation need.

GOALS, POLICIES, AND OBJECTIVES

An important element of the RTP process is the development of valid and appropriate goals, objectives, and policies. The RTP guidelines define goals, objectives, and policies as follows.

- ◆ A goal is general in nature and characterized by a sense of timelessness. It is something desirable to work toward, the end result for which effort is directed.
- ◆ A policy is a direction statement that guides decisions with specific actions.
- ◆ An objective is a measurable point to be attained. Objectives are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal.

The RTP goals, objectives, and policies were developed to ensure that Inyo can maintain the regional transportation system within the financial constraints of state, federal, and local funding sources over both the short term and long term planning periods. The Policy Element is consistent with the Financial Element of the RTP. The following RTP goals, objectives, and policies are consistent with the Inyo County General Plan and the City of Bishop General Plan.

The California Transportation Plan (CTP) 2040 which is slated to be approved in December 2015 is the statewide long-range transportation plan designed to meet mobility needs as well as reduce GHG emissions. The purpose of the CTP is to provide a common policy framework which will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. The overall goal of the CTP 2040 is to provide support for three outcomes: 1) Prosperous Economy, 2) Human and Environmental Health, 3) Social Equity. The goals and policies of this RTP adhere to the goals and policies of the CTP 2040.

GOALS AND POLICIES

Goal 1: Streets, Roads, and Highways Maintained at a Safe and Acceptable Level

Objective 1.1: Adequate Road Maintenance. Provide proper levels of road maintenance to avoid unnecessary vehicle wear.

Policy 1.1.1: Priority List for Maintenance, Rehabilitation, and Reconstruction. Establish a priority list based on the premise that maintenance, rehabilitation, and reconstruction of the existing regionally significant roads have the highest consideration for available funds.

Goal 2: A Transportation System Which Is Safe, Efficient, and Comfortable, Which Meets the Needs of People and Goods, and Enhances the Lifestyle of the County's Residents.

Objective 2.1: Maintain and Improve Roadway Level of Service. Maintain or improve existing LOS on roadways within the county.

Policy 2.1.1: Better Road and Weather Conditions Information. Provide better road and weather condition information to the traveling public. This may include elements of the Sierra Nevada Region ITS Strategic Deployment Plan.

Policy 2.1.2: Safer Truck Transportation. Facilitate safer truck transportation and ease the impact of truck traffic on residential areas.

Policy 2.1.3: Increase Capacity of Arterials. Provide effective measures to maintain capacity for arterial roads.

Policy 2.1.4: Plan Comprehensive Transportation System. Ensure roadway improvements recognize and incorporate design features addressing the needs of local communities. This may include elements of the Sierra Nevada Region ITS Strategic Deployment Plan.

Objective 2.2: Review of Projects. Consider transportation issues during the review of projects.

Policy 2.2.1: Proper Access. Provide proper access to residential, commercial, and industrial areas.

Policy 2.2.2: Minimum Transportation Impacts. Ensure that all transportation projects have a minimum adverse effect on the environment of the county and on regional Greenhouse Gas (GHG) emissions.

Policy 2.2.3: Air Quality Standards. Maintain air quality standards established by the Environmental Protection Agency (EPA), and the California Air Resources Board (CARB).

Policy 2.2.4: Air Quality Consultation: Coordinate transportation planning with air quality planning at the technical and policy level.

Policy 2.2.5: If transportation improvements are required as part of a new development, require the developer to share the cost of the improvements.

Objective 2.3: Consider all types of environmental impacts including cumulative impacts as part of the transportation project selection process. Work with the project implementing agency to ensure that transportation projects will meet environmental quality standards set by Federal, State and Local Resource agencies.

Policy 2.3.1 – Coordinate with the project implementing agency to determine the impact of the project on biological resources, hydrology, geology, cultural resources and air quality prior to construction. Follow appropriate permitting processes and if necessary, mitigate the impacts according to natural resource agency standards.

Objective 2.4: Community Ability to Pay. Develop a transportation system consistent with the community's ability to pay.

Policy 2.4.1: Maximize State and Federal Funds. Pursue all means to maximize state and federal funds. This may include elements of the Sierra Nevada Region ITS Strategic Deployment Plan.

Policy 2.4.2: Allocation of Funds. Ensure that the allocation of transportation funding dollars maximizes the "highest and best use" for interregional and local projects.

Policy 2.4.3: Selection Criteria: Ensure that transportation investments use the ranking and selection criteria proposed as part of this plan.

Policy 2.4.4: Priority to Efficiency Projects. Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities. This may include elements of the Sierra Nevada Region ITS Strategic Deployment Plan.

Objective 2.5: Relationship between RTP and General Plans. Recognize the relationship between the RTP and the Inyo County and City of Bishop General Plans and strive to accomplish the aims and purposes of these plans.

Policy 2.5.1: Plan Comprehensive Transportation System. Continually plan, prioritize, design, and develop a comprehensive transportation system in cooperative partnership between the county, city, state officials, the Local Transportation Commission, the Inyo County Planning Commission, City of Bishop Planning Commission, public and private groups, Inyo County Tribal Governments, and other interested entities. This may include elements of the Sierra Nevada Region ITS Strategic Deployment Plan.

Goal 3: Maintain Adequate Capacity on State Routes (SRs) and Local Routes in and Surrounding Inyo County and City of Bishop

Objective 3.1: Widen U.S. 395 to 4-lanes. Provide a 4-lane facility for U.S. 395 in Inyo County by the year 2020.

Policy 3.1.1: Improve U.S. 395 in Sections. Widen U.S. 395 as funding allows.

Objective 3.2: Improve State Routes. Add additional capacity to other routes as needed to maintain concept LOS.

Policy 3.2.1: Improve State Routes as Necessary. Improve State Routes through maintenance, widening, bicycle/pedestrian improvements and landscaping as funding allows.

Objective 3.3: Improve County Routes.

Policy 3.3.1: Support Roadway Improvements to Optimize Public Safety. Improve county roads through specific safety improvements and maintenance.

Policy 3.3.2: Improve County Routes as Necessary. Improve county roads through maintenance and capacity enhancements, as funding and need are identified.

City of Bishop: (The full list of policies is included in the General Plan Circulation Element)

GP Goal: Provide a balanced transportation system that moves people and goods throughout the City efficiently, enhances livability and economic viability, and preserves residential neighborhoods and other environmental resources.

GP Goal: Provide safe and attractive roadways to serve existing and future traffic demand and enhance accessibility.

GP Goal: Facilitate public transportation services and facilities that enhance accessibility for residents and visitors, and serve the young, aged, handicapped and disadvantaged.

GP Goal: Provide safe and attractive bicycle facilities throughout the City thereby promoting bicycle commuting and facilitating recreation opportunities.

GP Goal: Improve access to the Bishop Airport and cooperate with Inyo County to promote air services that can promote tourism in the area.

GP Goal: Provide safe and attractive pedestrian facilities throughout the City.

GP Goal: Enhance accessibility to City businesses for residents and visitors by assuring adequate and convenient parking.

Objective 3.4: Provide a 4-lane facility for U.S. 395 and CA 14 between Southern California population centers and Inyo County.

Policy 3.4.1: Enter into Memorandums of Understanding with Mono County, Kern Council of Governments, and San Bernardino Associated Governments to leverage additional ITIP funding on regional roadways wherever feasible.

Policy 3.4.2: Enter into Memorandums of Understanding with Mono County, Kern Council of Governments, and San Bernardino Associated Governments to provide funding for safety and roadway improvements on U.S. 395 in Mono County.

Goal 4: Provide Effective, Economically Feasible, and Efficient Public Transportation in Inyo County That Is Safe, Convenient, And Efficient, Reduces the Dependence on Privately Owned Vehicles, and Meets the Identified Transportation Needs of the County, Emphasizing Service to the Transportation Disadvantaged

Objective 4.1: Financially Support Public Transportation. Financially support public transportation to the maximum extent possible that is determined by an “unmet transit needs” public hearing and the amount of funds available.

Policy 4.1.1: Identify Transit Facilities. Identify transit facilities, such as bus shelters, staging areas, base stations, transit hubs, etc., and potential funding sources.

Policy 4.1.2: Transportation Grants. Encourage and support the use of public transportation grants from state and federal programs to the maximum extent possible.

Objective 4.2: Accessible Transportation Services and Facilities. Provide accessible transportation services and facilities responsive to the needs of the young, elderly, handicapped, and disadvantaged.

Policy 4.2.1: Public Transit Accessibility. Support and promote accessibility in public transportation to the maximum extent practicable, including continued support of special service vans that provide a high level of service to low mobility groups. This may include ITS applications such as transit/paratransit links.

Objective 4.3: Improved Transit Level of Service. Develop a transit system that will provide an improved level of service, in terms of accessibility, convenience, dependability, economy, and safety, will consider alternative fuels, and is sensitive to environmental impacts (including air quality).

Policy 4.3.1: Develop Long-Range Transit Plans. Cooperatively develop long-range plans with transit operators that provide guidance and assistance in determining capital and operating requirements.

Policy 4.3.2: Consider Future Development. Consider future development of commercial or residential centers that will generate traffic and require transportation improvements.

Policy 4.3.3: Encourage Interregional and Intercity Bus Lines. Encourage interregional and intercity bus lines to provide more attractively scheduled service into and within Inyo County. This may include ITS applications such as transit/paratransit links.

Policy 4.3.4: Coordinate Transit Services. Continue to identify and coordinate existing transit services available throughout the various agencies. Identify ways these services can be coordinated to avoid duplication of service. This may include ITS applications such as bus-to-bus communication, transit kiosks, and transit management systems.

Objective 4.4: Promote Public Transit. Promote public transit to raise awareness, encourage ridership, and create an understanding of how to use transit systems.

Policy 4.4.1: Promote Public Transportation. Actively promote public transportation through mass media, personal contact, and other marketing techniques; improve marketing and information programs to assist current ridership and to attract potential riders. This may include ITS applications such as a transit information system.

Objective 4.5: Encourage Intermodal Transfers at Airports. Encourage intermodal transfer of both passengers and freight at airports.

Policy 4.5.1: Provide for multi-modal facilities at airports. Encourage development of multimodal facilities at airports where appropriate.

Goal 5: Encourage and Promote Greater Use of Active Means of Personal Transportation in the Region

Objective 5.1: Encourage Development of Non-motorized Facilities. Encourage the development of non-motorized facilities that will be convenient to use, easy to access, continuous, safe, and integrated into a multimodal transportation network. The facilities should serve as many segments of the population, both resident and tourist, as possible.

Policy 5.1.1: Consider the Non-motorized Mode in Planning. Consider the non-motorized mode as an alternative in the transportation planning process.

Policy 5.1.2: Bikeway System in the Region. Plan for and provide a continuous and easily accessible bikeway system within the region.

Objective 5.2: Include Bicycle Facilities on Streets and Highways. Encourage the modification of streets and highways to include bicycle facilities.

Policy 5.2.1: Multi-Modal Use of Road and Highway System. Support plans that propose multimodal use of the highway system.

Policy 5.2.2: Minimize Cyclist/Motorist Conflicts. Develop a regional bicycle system that will minimize cyclist/motorist conflicts. This may include bicycle and pedestrian-related ITS applications.

Goal 6: Provide for the Parking Needs of Local Residents, Visitors, and Tourists

Objective 6.1: Easily Accessed Rest Areas and Parking Lots. Require the planning and implementation of convenient and easily accessed rest areas and parking lots for travelers.

Policy 6.1.1: Adequate Allocation of Parking. Require development proposals to provide adequate allocation of parking for the intended uses.

Policy 6.1.2: Park-and-Ride Facilities. Encourage park-and-ride facilities along major roadways where feasible.

Policy 6.1.3: Rest Areas. Encourage the development of rest areas in appropriate locations.

Policy 6.1.4: Truck Parking. Encourage the development of truck parking in appropriate locations and designate truck parking locations where appropriate.

Goal 7: Enhanced Airports in the County

Objective 7.1: Maintain, Preserve, and Enhance Existing Airports and Airstrips. Maintain, preserve, and enhance the existing airports and airstrips within the county in the safest and most operational conditions consistent with current funding constraints.

Policy 7.1.1: Airport Funding. Seek all available funding sources for airport maintenance and enhancement.

Policy 7.1.2: Land Use Compatibility. Promote land use compatibility with the surrounding environment for each airport.

Policy 7.1.3: Effective and Efficient Use of Airports. Encourage and foster effective and efficient use of existing airport facilities.

Objective 7.2: Commercial Usage Around the Bishop Airport. Maintain and improve commercial usage at and around the Bishop Airport.

Policy 7.2.2: Air Carrier Service at the Bishop Airport. Establish dependable air carrier service at the Bishop Airport to serve the air passenger, cargo, and courier mail needs of the county.

Policy 7.2.3: Air Passenger Service at Eastern Sierra Regional Airport. Promote and secure adequate air passenger and other aviation and air transportation services.

Goal 8: Encourage and Pursue Railroad Facilities in the Region

Objective 8.1: Encourage Maintenance, Improvement, and Use of Railroad Facilities. Encourage the maintenance, improvement, and use of railroad facilities within the county.

Policy 8.1.1: Preservation of Railroad Right-of-Way. Support preservation of railroad rights-of way in Inyo County.

Policy 8.1.2: Railroad Corridor Studies. Encourage railroad corridor studies in Inyo County for appropriate public uses.

Policy 8.1.3: Reestablish Freight Service. Support efforts to reestablish freight service in Inyo County.

Goal 9: Incorporate New Developments in Transportation Technology, Including ITS Approaches

Objective 9.1: New Technology. Incorporate new technology into transportation systems within the county.

Policy 9.1.1: Transportation Technology Research and Development. Support public and private research and development efforts in new transportation technology.

Policy 9.1.2: Communications Technology. Support communications technology that reduces the need for vehicle travel.

Policy 9.1.3: Multimodal Use of Technology. Encourage multimodal uses of new technology.

Goal 10: Management of the Transportation System

Objective 10.1: Increase the efficiency of the existing transportation system. Implement Transportation System Management (TSM) techniques where feasible.

Policy 10.1.1: Periodically review traffic operations along State highways and major county roads and implement cost effective solutions to reduce congestion.

Policy 10.1.2: Promote access management and accident scene management measures to increase traffic flow.

Goal 11: Transportation Demand Management (TDM)

Objective 11.1: Reduce the Demand for Single Occupant Vehicle Travel. Where feasible, reduce the demand for travel by single-occupant vehicles and two-passenger one-way school trips through transportation demand management (TDM) techniques.

Policy 11.1.1: Increase the mode share for public transit by 10 percent by 2030.

Policy 11.1.2: Consider participation in the AlterNet Rides program by 2015.

Policy 11.1.3: Promote public awareness of Eastern Sierra Transit and rideshare opportunities through media and promotional events.

Goal 12: Land Use Integration

Objective 12.1: Improve livability in the County through land use and transportation decisions that encourage walking, transit, and bicycling.

Policy 12.1.1: Assist local jurisdictions in taking a regional approach in land use decisions during their General Plan process, and developing a road network that supports the RTP goals and objectives and the reduction of Greenhouse Gases.

Policy 12.1.2: Encourage all County entities to actively participate in the Regional Transportation Plan (RTP) Update process.

Policy 12.1.3: Establish formal agreements and acquire the appropriate right-of-way from the City of Los Angeles to implement transportation facilities on LADWP property in Inyo County as needed.

Policy 12.1.4: Address liability issues and potential impacts to resources and operations that may result from using LADWP right-of-way for public transportation facilities.

This chapter presents a plan to address the needs and issues for all transportation modes, in accordance with the goals, objectives, and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as short- or long-term improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the Existing Conditions Section and Policy Element and are consistent with the Financial Element.

PLAN ASSUMPTIONS

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

- ◆ **Environmental Conditions** – No change is assumed in attainment status for air or water quality affecting transportation projects.
- ◆ **Travel Mode** – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low-income, and for people with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- ◆ **Changes in Truck Traffic/Goods Movement** – Due to economic activity in the Reno/Carson City area along the US 395/6 corridor, the truck traffic may increase slightly during the planning period.
- ◆ **Transit Service** – Though future planning efforts may lead to expansion of services in Inyo County, any expansion will not significantly impact overall traffic levels. Demand for public transit will increase with population growth, and as the population ages.
- ◆ **Population Growth** – The population of Inyo County will increase at the rate estimated by California Department of Finance, less than one percent annually.
- ◆ **Recreation/Visitor Use** – Recreation/visitor use at National Forest trailheads and in Death Valley National Park is likely to increase over the 20 year planning period. Inyo County roadways, forest roads, bicycle paths and parking areas will be affected. US 395 will also see an increase in traffic due, in part due to increased skier traffic to Mammoth Mountain. Tourism will continue to drive the economy with the most job increases occurring in the retail sector.
- ◆ **Limited Development** – The county will continue to maintain its rural atmosphere. No new influx of major commercial development is anticipated in the County.
- ◆ **Planning Requirements** – New state and federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.
- ◆ **Cost Estimates** – Inflation will continue at a rate consistent with the growth of the Consumer Price Index over the previous 20 years. Fuel tax revenues will increase at an average rate of one percent per year over the latter half of the planning period.

TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for travelers. In the past, transportation safety has been addressed in a reactionary mode. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP) in 2006. The document has since been updated in order to clarify some action items. This plan sets forth one primary safety goal: reduce roadway fatalities to less than one per one hundred million VMT. This was achieved in 2009. The state intends to revise the SHSP to build on previous accomplishments. The SHSP focuses on 17 “Challenge Areas” with respect to transportation safety in California.

- ◆ CA 1: Reduce Impaired Driving Related Fatalities
- ◆ CA 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- ◆ CA 3: Ensure Drivers are Properly Licensed
- ◆ CA 4: Increase Use of Safety Belts and Child Safety Seats
- ◆ CA 5: Improve Driver Decisions about Rights of Way and Turning
- ◆ CA 6: Reduce Young Driver Fatalities
- ◆ CA 7: Improve Intersection and Interchange Safety for Roadway Users
- ◆ CA 8: Make Walking and Street Crossing Safer
- ◆ CA 9: Improve Safety for Older Roadway Users
- ◆ CA 10: Reduce Speeding and Aggressive Driving
- ◆ CA 11: Improve Commercial Vehicle Safety
- ◆ CA 12: Improve Motorcycle Safety
- ◆ CA 13: Improve Bicycling Safety
- ◆ CA 14: Enhance Work Zone Safety
- ◆ CA 15: Improve Post Crash Survivability
- ◆ CA 16: Improve Safety Data Collection, Access, and Analysis
- ◆ CA 17: Reduce Distracted Driving

The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter. Transportation safety is a main concern for roadways and non-motorized transportation facilities in the Inyo region.

TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security/emergency preparedness is another element which is incorporated into the RTP. Separate from transportation safety, transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster such as wildfire or flood. Emergency preparedness involves many aspects including training/education, planning appropriate responses to possible emergencies, and most importantly communication and coordination.

As this region is rather remote and not densely populated, it is not likely that Inyo County would be the focus of a terrorist attack. Natural disasters such as wildfire are more likely evacuation scenarios. Identifying evacuation routes and other methods of evacuation is pertinent to the scope of the RTP. The principal arterial traversing Inyo County is US 395 which acts as the primary evacuation route for many Inyo County communities, such as Bishop, Big Pine, Independence, and Lone Pine. SR 190 is an important highway as it traverses the county in an east –west direction and would be the primary evacuation route for Death Valley National Park. SR 127 and 178 are important evacuation routes for the southeastern communities of Shoshone and Tecopa. The implementation of ITS projects such as Road

Weather and Information Systems (RWIS), Changeable Message Signs (CMS), and Closed Circuit Television (CCTV) can assist with maintaining a steady flow of traffic on these state highways while keeping evacuees informed.

In the event of a natural disaster, ESTA vehicles should be made available to transport evacuees (particularly those with disabilities). Additionally, ambulances stationed in the various communities could be called upon for assistance in the transportation of special needs residents. The publicly operated airports in Inyo County are available for emergency evacuation.

The best preventative measures with respect to this document for an emergency evacuation or extreme weather events would be to continue to implement projects in the RTP which upgrade roadways, airport facilities and public transit.

FUNDING STRATEGIES

As demonstrated in the Financial Element, there are insufficient revenue sources available to construct all RTP transportation improvements identified in this plan over the next twenty years. Therefore a basic funding strategy should be developed to help prioritize regional transportation improvements. Potential strategies considered for Inyo County are:

- ◆ **Capacity Increasing Focus** – This strategy allows for the majority of STIP funds to be used for capacity increasing projects such as adding lanes to US 395. Applying STIP funding to local roadway rehabilitation would be of a much lesser priority.
- ◆ **Maintenance Only Focus** - This strategy focuses all possible STIP funding on local roadway rehabilitation and places little importance on state highway capacity increasing improvements as the county develops in the future.
- ◆ **Balanced Focus** – Stakeholders and the public have indicated that funding should be focused on a variety of transportation needs. Over the short-term, expanding the state highway system is a top priority to increase safety and maintain an acceptable LOS. However, pavement management reports have indicated the need for local roadway rehabilitation. A balanced focus also includes an emphasis on alternative types of transportation improvement such as non-motorized facilities and public transit. This RTP update follows the balanced focus funding strategy.

TRANSPORTATION SYSTEM IMPROVEMENTS

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to Inyo County. This RTP lists both financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short- and long-term periods as demonstrated in the Financial Element. The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but that will unlikely receive funding over the next 20 years unless new funding sources become available.

Project Specific Performance Measurement Development

With diminishing transportation funding at the state level, it is becoming increasingly important to establish a method of comparing the benefits of various transportation projects and considering the cost effectiveness of proposed projects. According to the RTP Guidelines, performance measures outlined in

the RTP should set the context for judging the effectiveness of the Regional Transportation Improvement Program (RTIP) as a program. More detailed project specific performance measures used to quantitatively evaluate the benefit of a transportation improvement project should be addressed every two years in the region’s RTIP.

This section of the Action Element discusses performance measures used to evaluate regional transportation improvement projects in Inyo County. The performance measures listed in Table 13 are used in the development of short-term capital improvement plans to prioritize improvement projects and to determine each project’s cost-effectiveness. Performance measures will be used to monitor how well the transportation system is functioning both now and in the future. The RTP performance measures are amended as necessary to reflect future changes in regional needs, goals, and polices.

TABLE 13: RTP Program Level Performance Measures

Performance Measure	Data Source	RTP Measure	RTP Objective/Desired Outcome
Mobility and Accessibility (M/A)	Caltrans traffic volumes, Project Study Reports, Transportation Concept Reports and Special Studies	Maintain acceptable LOS Peak period travel time on high volume segments (US 395, 6, SR 168) Increase transportation options in/out of county	Work with Caltrans to provide acceptable LOS on all regionally significant roadways Complete US 395 4-lane projects Improve Airports, non-motorized facilities, and public transit
Safety and Security (S) State Highways	Caltrans, California Highway Patrol	Collision rate per 1,000,000 VMT as compared to state. Fatality rate per 1,000,000 VMT as compared to state.	Work with Caltrans to reduce accidents on all regionally significant roadways Complete US 395 4-lane projects
Safety and Security (S) Local Roads	Inyo County, City of Bishop, California Highway Patrol	Number of Fatal Collisions Number of Injury Collisions Number of Annual Intersection Collisions	Reduce number of fatal collisions from baseline Reduce number of injuries per ADT on major roadways Recommend roadway and intersection improvements to reduce incidence Monitor the number and location of intersection collisions
System Preservation (SP)	Caltrans, County and City Department of Public Works	Pavement Conditions/ % of Distressed Lane Miles/ # of Structurally Deficient Bridges	Maintain city and county roadways at an average PCI of 70 or better/ Reduce Distressed State Highway Miles Zero Structurally Deficient Local Bridges
Economic Well-Being (EW)	Caltrans, County and City	Increased sales tax revenues	Provide acceptable LOS on all State highways, provide safe and attractive transportation facilities Improve airports

- ♦ **Mobility/Accessibility (M/A)** – The Performance Measures for Rural Transportation Systems Guidebook defines mobility as “the ease or difficulty of traveling from an origin to a destination.” For highly populated regions, mobility refers to delay and travel time. As demonstrated in Table 12, Inyo County experiences some traffic congestion along the only remaining two-lane section of US 395 in terms of poor LOS (below LOS C). The top priority RTP projects designed at adding capacity to US 395 will improve mobility for Inyo County residents.

Accessibility is defined as “the opportunity and ease of reaching desired destinations.” Accessibility refers to the number of options available to travel from point A to point B or the number of travel options to a state highway for a resident of an outlying community. The Performance Measures for

Rural Transportation Systems Guidebook cites several relatively easy methods of quantitatively measuring accessibility such as evaluating travel time between key points. In Inyo County, there are no projects proposed that will construct new roadways to or from outlying communities, although the Olancho – Cartago project will improve travel time along the US 395 corridor for both residents and visitors. Improving the Eastern Sierra Regional Airport to accommodate commercial air travel will also increase accessibility. Other non-motorized facility RTP projects propose new trails or expanded trails. Accessibility is also appropriate when measuring transit projects. Public transit links the Inyo County communities and provides access to medical and commercial services in Reno and Lancaster. Any expansion of public transit would improve accessibility for Inyo residents.

- ♦ **Safety and Security (S)** – Safety plays a large role in the consideration of transportation projects in the Inyo region. A reduction in the number of fatal vehicle accidents per VMT is a good quantitative measure of the impact of a project on regional safety. In 2013, Inyo County’s fatality rate was 0.63 per million vehicle miles travelled. This is lower than the statewide rate of 0.94 fatalities per million vehicle miles travelled. Two of the three vehicle fatalities which occurred in 2013, were located on state highways. For the same year Inyo County had 23.2 injury vehicle accidents per 100 million vehicle miles travelled. Most RTP projects will increase safety, including Inyo County’s top priority project, 4-lane US 395. Also, the expansion of the regional non-motorized facility network will reduce vehicle/bicycle/pedestrian conflicts and roadway rehabilitation provides a smoother and safer driving surface. Bridge replacement projects also address safety concerns.
- ♦ **System Preservation (SP)** – Maintaining regional roadways in satisfactory condition is a top priority for the region as well as the number one priority in the California Vehicle Code. In Inyo County, roughly 37 percent of county roadways have a PCI of 55 or less and the average PCI is 62. For Bishop City streets, roughly 56 percent of streets have a PCI of 55 or less and the average PCI is 56. By performing routine roadway maintenance, the County of Inyo and City of Bishop will reduce the need for larger roadway rehabilitation projects in the future.
- ♦ **Economic Well Being (EW)** – Improving the transportation infrastructure is an important part of boosting the economic well-being of Inyo County. All types of capital transportation improvements ranging from local roadway rehabilitation to bicycle paths to airport improvements may encourage tourism and attract new businesses.

Project Selection Criteria

The following project ranking criteria displayed in Table 14 was developed as part of previous RTP efforts to assist with project selection for future RTIP projects.

Transportation Capital Improvements

Completed Projects

Since the last RTP update, ICLTC has completed a number of transportation improvement projects ranging from improvements ranging from roadway rehabilitation to replacing old transit vehicles. These accomplishments are listed in Table 15.

Plan Level Purpose and Need Statements

The 2010 RTP Guidelines state that RTP’s should include planning level statements of purpose and need for proposed. transportation improvements The statement should identify the problem and describe the

TABLE 14: Project Selection Criteria		Scoring Points
Roadway Capacity	Volume Range on Existing Roadway/Improvement	
	0 – 500 ADT	1
	501 – 1,000 ADT	3
	1,000+ ADT	5
Safety	Collision Severity	
	Project addresses location with unsafe design feature	3
	Project addresses location with injury collisions	5
	Project addresses location with fatal collisions	7
Maintenance	Pavement Condition (Projects ranked by PCI. Break into thirds out of projects submitted)	
	Best 33%	1
	Middle 33%	3
	Poorest 33%	5
Cost Effectiveness	Cost Effectiveness	
	Project is consistent with other project needs and funding availability	5
	Project constrains funds in an unusual quantity or length of time	-5
	Project pools funds with other regions and better leverages justification for IIP contribution	4
	Project Cost Per ADT (Submitted projects ranked in thirds – lower scores rank higher)	
	Third 33%	1
	Second 33%	3
First 33%	5	
	Maintainability (Ease of maintenance)	
	Easy (inexpensive) to maintain	4
	Easy to moderately difficult to maintain	2
	Difficult to maintain	-1
Accessibility	Circulation	
	Provides connectivity to community centers / major destinations	1
	Provides connectivity between local collectors and arterials	3
	Provides gap closure on State or Federal Highways	5
Non-auto Modes	Type/Location of Improvement	
	Provides connectivity between housing and service nodes	1
	Provides connectivity to community centers / major destinations	3
	Provides needed non-motorized safety improvements, facilitates gap closure	5
Transit	Type/Location of Improvement	
	Accessibility to transit system	1
	Located on existing transit route	2
	Includes bus turn outs and shelters	3
Other Criteria	Community Project Benefits	
	Improves traffic conditions at park, historic district, community center or school	3
	Local Support	
	Does the project have a great deal of local support? (Resolutions, petitions, correspondence)	1
	Coordination and Multi-Jurisdictional Benefits	
	Entity	1
	Source of Funds	
	Partnerships leveraging additional funding	1
Total Points Possible		50

TABLE 15: Recently Completed Transportation Improvement Projects in Inyo County

Lead Agency	Project Description	Construct Year	Funding Source
County	Virtual Transportation Museum	2011	ARRA TE
County	Independence Town Rehabilitation - Reconstruct 2 miles of roadway	2013	STIP
County	North Barlow Lane/Saniger Lane/ Dixon Lane - Rehabilitation and overlay	2010	STIP
County	Shabbell Lane - Reconstruct and replace drainage	2009	STIP
County	Ed Powers and Red Hill Road - Resurface and reconstruct	2009	STIP
County	Nine Mile Road - Guardrail	2010	HSIP
County	Sabrina Bridge Project	2013	HBP
County	Riverside Bridge - Replacement	2011	HBP
City	Pine to Park Path - Construct 1,000 paved path	2013	STIP
City	Wye Road - Intersection Improvements	2013	STIP
City	Grove Street - Sidewalks	2013	STIP
City	Hanby Ave - Pavement reconstruction	2010	ARRA/STP
City	Road Improvement Project A - North Third Street and South Second Street	2011	STIP
City/ESTA	Construct bus pullouts and other ADA improvements	2011	STIP
ESTA	Transit vehicle replacements	2011	STIP
County	Bishop Airport Lighting Project	2013	AIP

Source: Inyo County and City of Bishop

intended outcome of the proposed project to fix the problem. As per previous RTP updates, this document presents a qualitative assessment of purpose and need for RTP projects in terms of broad categories of intended outcomes: system preservation, capacity enhancement, safety, and/or multi-modal enhancements. In the Action Element tables, each proposed project is linked to one of the purpose and need categories.

System Preservation (SP) – As identified above, deferred maintenance is a significant issue for County of Inyo and City of Bishop roadways, as evidenced by PCI reports. Maintaining a safe and acceptable transportation system is the number one goal for the Inyo County region. Not only does a well maintained regional transportation system not impede mobility but it provides for safer travel. System preservation includes on-going rehabilitation and maintenance for roadways, bridges, signage, traffic control devices, sidewalks, bicycle lanes, and airports. The majority of RTP projects are roadway rehabilitation and reconstruction. Examples of top priority system preservation projects are: West Bishop and South Bishop roadway reconstruction projects.

Capacity Enhancement (C) – A capacity enhancement project is one which is intended to increase traffic flow, help alleviate traffic congestion and improve LOS. In Inyo County there is one section of state highway which operates below the concept LOS C. This is on US 395 between Olancha and Cartago. As such, the top priority RTIP project for Inyo County is to add lanes to the two lane highway section to make a four lane expressway. This capacity enhancing project will allow for more desirable travel speeds for residents, visitors and goods movement. Increased capacity will provide for significantly safer passing opportunities on a section of highway with a relatively high accident rate over a ten year period.

Capacity enhancement is also applicable to roadway extension projects in the Bishop area including tribal lands. As detailed in the assessment of needs section, there are few roadways which travel continuously in the north – south direction other than US 395 and few which travel continuously in the east – west direction other than Line Street. Extending roadways to create alternative routes through the Bishop area will improve traffic flow on these arterials and in turn create a more desirable and safer environment for non-motorized travel.

Over the long term, capacity enhancement is applicable to the Bishop Airport as improvements are needed to bring commercial air service to the region.

Multi-modal Enhancement (M) – Another significant portion of transportation improvements are needed to enhance safety and mobility for alternative modes of travel. This includes enhancements to pedestrian facilities, bicycle facilities, transit and air travel. The intent of multi-modal projects is to provide safer and more convenient non-auto access to major destinations and activity centers, more opportunities for active/non-motorized travel and greater connectivity between all types of alternative transportation modes. The Seibu to School Bike Path project is a good example of a top priority project which is intended to enhance multi-modal facilities. The bike path will create a safer route to Bishop schools for children in the City of Bishop and Bishop Paiute Tribe.

Proposed Projects

Proposed transportation improvement projects are listed in Tables 16 - 25. Projects are categorized by transportation facility and funding source. Each project is linked to one of the performance measures described above. The following improvement projects are consistent with those included in the Interregional Transportation Improvement Program (ITIP), Federal Transportation Improvement Program (FTIP) and the 2014 Regional Transportation Improvement Program (RTIP).

Improvements to address both short-term (10 years) and long-term (20 years) transportation needs are included in this RTP. Transportation improvement projects are classified into one of the following priority categories:

- ◆ **Tier 1** projects are considered fully fundable during the 2014 State Transportation Improvement Plan five-year cycle.
- ◆ **Tier 2** projects are considered fully fundable during the first ten years of the RTP (by 2025).
- ◆ **Tier 3** projects are considered fundable given current revenue projections over the long-term (11-20 years) or by 2035.
- ◆ **Financially Unconstrained** - The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years unless new funding sources become available.

Determining exact construction costs of transportation projects is difficult, especially for long-term projects. Over recent years, construction prices have varied greatly, first increasing as the price of raw materials used for transportation projects rose before dropping as the recession reduced materials prices and increased competition. In an effort to produce a realistic view of the Inyo region’s transportation improvement costs, the cost estimates in the ensuing tables have been adjusted for inflation. A projected rate of inflation of 2.65 percent was applied to RTP projects, reflecting the average annual rate of change of the Consumer Price Index from 1995 to 2015. Many of the projects in the following transportation improvement tables do not have construction years specified. Therefore, short-term project costs with unknown construction dates were adjusted to represent 5 years of inflation, mid-term project costs were adjusted to represent 10 years of inflation and long-term projects were adjusted to represent 20 years of inflation.

TABLE 16: Inyo County 2015 Ten Year SHOPP Plan						
Route	Back Post Mile	Ahead Post Mile	Project Location	Project Description	Total Project Cost (\$1,000s)	PID Cycle
168	16.2	17.9	SR 168 from the intersection of Pa-Me Lane to the intersection of Sunland Drive	168 3-lane	\$4,000	2016
178	43.4	44.2	Near Shoshone	Culvert Replacement	\$1,950	2016
395	0	8.4	Near Owens Lake, from the Kern County line to 1.2 miles south of South Little Lake Road	Rehabilitate pavement	\$0	2018
190	48.6	48.8	Death Valley National Park east of Padre Point Rd and west of Darwin Canyon Rd	Metal beam guard rail	\$2,080	2016
395	117.3	117.6	N Sierra Hwy ped/bike safety improvements	Sidewalk, curb and gutter	\$5,000	2018
395	117.6	117.8	N Sierra Hwy pedestrian bridge	Widen bridge to ADA Standards	\$4,300	2018
					\$17,330	
Source: Caltrans District 9						

**TABLE 17: Inyo County Top Priority Funded Regional Roadway
Currently Programmed Projects in STIP or grant funded**

Priority ⁽¹⁾	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (\$1,000s)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
<u>State - MOU</u>									
1	US 395	Olancha to Cartago	4 - lane expressway from PM 29.2 to 41.8 ⁽²⁾	2018	Prior Funding	STIP / ITIP / MOU	S, M/A	C	2
1	SR 14	Kern County - Freeman Gulch - Segment 1	4 - lane expressway (funded through CON)	2016	Prior Funding	STIP / ITIP / MOU	S, M/A	C	2
1	SR 14	Kern County - Freeman Gulch - Segment 2	4 - lane expressway (funded through ROW)	2016	Prior Funding	STIP / ITIP / MOU	S, M/A	C	2
<u>County</u>									
1	West Bishop Roadways	Pa Me Lane and other residential streets	Roadway reconstruction	2016	Prior Funding	STIP	SP	SP	1
1	South Bishop Roadways	Sunland Road, Sunland Indian Reservation Road	Roadway reconstruction - 4.3 miles	2015	Prior Funding	STIP	SP	SP	1
1	Whitney Portal Rd	Whitney Portal Rd	Reconstruct	2016	Prior Funding	FLAP ⁽³⁾	SP	SP	SP
1	Rock Creek Rd	Mono with one mile section in Inyo County	Reconstruct	2015	Prior Funding	FLAP	SP	SP	SP
					Total Cost	\$0			

Source: 2014 Summary of STIP County Shares or grant specific source
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years
 Note 3: FLAP = Federal Lands Access Program

**TABLE 18: Inyo County Regional Roadway Projects
Mid-Term - 0 - 10 years**

Priority ⁽¹⁾ Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000\$)(2)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
State - MOU								
2	SR 14	Kern County - Freeman Gulch Segment 2 Construction	TBD	\$2,500	STIP / TIP / MOU	S, MA	C	2
2	SR 14	Kern County - Freeman Gulch Segment 3 all phases	TBD	\$5,000	STIP / TIP / MOU	S, MA	C	2
2	US 395	Monoc County (Bridgeport area passing lanes	TBD	\$2,000	STIP / TIP / MOU	S, MA	C	2
County								
2	Lone Pine Town Rehabilitation Project	Several roadways within townsite	TBD	\$2,871	STIP	SP	SP	1
2	Trona-Wildrose Rd	0.5 mile section from San Bernardino County Line	TBD	\$500	STIP	S	SP	1,2
2	Sawmill Rd	Rehabilitation - transverse cracks Possible bicycle lane	TBD	\$2,000	STIP	SP, S	SP	1,5
2	Alabama Hills Rehabilitation Project	Streets in Alabama Hills Residential Area	TBD	\$2,000	STIP	SP	SP	1
2	Poleta Rd / East Line Street Joint City/County	Bridge replacement for structurally deficient bridge which does not qualify for HBP funding	TBD	\$1,500	STIP	S	SP	1,3
2	Glacier Lodge Rd	Reconstruct	TBD	\$1,000	STIP FLAP match	SP	SP	1
2	South Lake Rd	From SR 168 to road end at South Lake	TBD	\$1,000	STIP FLAP match	SP	SP	1
2	Onion Valley Rd	From west end of Independence to road end	TBD	\$1,000	STIP FLAP match	SP	SP	1
City								
2	Warren St Improvements Phase 2	Warren Street	TBD	\$4,000	STIP	SP, S, M/A	SP, M	2,3,5
2	East Line St Improvements	East Line St	TBD	\$2,600	STIP	SP, S, M/A	SP, M	2,3,5
2	Short Street Improvements Phase 1	Short St	TBD	\$600	STIP	SP, S, M/A	SP, M	2,3,5
2	Third St Improvements	Third St	TBD	\$2,598	STIP	SP, S, M/A	SP, M	2,3,5
2	May St Improvements	May St	TBD	\$2,598	STIP	SP, S, M/A	SP, M	2,3,5
2	Wye Road (Joint City/County)	Wye Road Extension to Bishop Airport	TBD	\$3,000	STIP	M/A, S	C	3,7
2	Alley Rehabilitation	Misc City of Bishop	TBD	\$3,117	STIP	SP	SP	2
				Total Cost	\$39,884			

Source: Inyo County, City of Bishop
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years
 Note 2: Construction costs adjusted to reflect 10 years of inflation based on the growth of the CPI from 1995 - 2015

**TABLE 19: Inyo County Regional Roadway Projects
Long-Term - 10 - 20 years**

Priority ⁽¹⁾	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
County									
3	Nine Mile Canyon Rd	Nine Mile Canyon Rd	Reconstruct	TBD	\$1,000	STIP FLAP Match	SP	SP	1
3	South Barlow Lane	South Barlow Lane / Reata Road	Rehabilitation - transverse cracks Possible bicycle lane	TBD	\$2,251	STIP	SP, S	SP	1,5
3	Mummy Lane	Mummy Lane Bridge	Deteriorating bridge, does not qualify for regular bridge program funds	TBD	\$1,500	STIP, HSP, Local	S, SP	SP	1,3
3	West Bishop Phase II	McLaren and other streets	Reconstruct roadway - transverse cracks	TBD	\$3,000	STIP	SP	SP	1,3
3	Independence Rehabilitation Phase II	Town streets in Independence	Reconstruct roadway - transverse cracks	TBD	\$2,000	STIP	SP	SP	1,3
City									
3	Willow Street Improvements	Willow St	Rehabilitate pavement, curb, gutter, sidewalk along Willow Main to Hanby	TBD	\$3,374	STIP	SP, S, M/A	SP, M	2,3,5
3	Iris Street Improvements	Iris St	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$422	STIP	SP, S, M/A		2,3,5
3	Clarke Street Improvements	Clarke St	Rehabilitate pavement, curb, gutter, sidewalk along Clarke Main to Third	TBD	\$1,687	STIP	SP, S, M/A	SP, M	2,3,5
3	Short Street Improvements Phase 2	Short St	Rehabilitate pavement, const curb, gutter, and sidewalk, imp drainage as practical east of Second	TBD	\$1,012	STIP	SP, S, M/A	SP, M	2,3,5
3	Moffet Street Improvements	Moffet St	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$844	STIP	SP, S, M/A	SP, M	2,3,5
3	West Yaney Improvements	Yaney St	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk, improve drainage	TBD	\$2,700	STIP	SP, S, M/A	SP, M	2,3,5
3	Church Street Improvements	Church St	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk as practical	TBD	\$844	STIP	SP, S, M/A	SP, M	2,3,5
3	Fowler Extension	Fowler St	Extend Fowler to Sierra Street	TBD	\$3,374	STIP	M/A	C	2
3	See Vee Extension	See Vee Lane	Signalize and extend See Vee Lane (joint with County and Caltrans)	TBD	\$5,905	STIP	S, M/A	C	1,3
3	Sierra Street Extension	Sierra St	Extend Sierra Street to See Vee Lane	TBD	\$5,062	STIP	S, M/A	C	1,3
3	Wye Road Intersection	Wye Rd	Improve intersections with Highway 6 and highway 395 (joint with Caltrans)	TBD	\$3,374	STIP	S, M/A	C	1,3
3	First Street Improvements	First St	Drainage, pavement, curb, gutter, sidewalk	TBD	\$844	STIP	S, M/A	SP	1,3,5
3	West Pine Street Improvement	West Pine St	Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage Home to Main	TBD	\$2,970	STIP	S, M/A	SP, M	1,3,5
3	Snedden Street Improvement	Snedden St	Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage South to Line	TBD	\$1,654	STIP	S, M/A	SP, M	1,3,5
3	Rome Drive Extension	Rome Drive	Extend Rome Drive west to A Street and east to Main Street and realign Park Street at Main	TBD	\$5,062	STIP	M/A	C	3
					Total Cost	\$48,878			

Source: Inyo County, City of Bishop.
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained
 Note 2: Construction costs adjusted to reflect 20 years of inflation based on the growth of the CPI from 1995 - 2015

TABLE 20: Inyo County Regional Highway Bridge Program Projects										
Priority ⁽¹⁾	Funding Source	Project Proponent	Location	Project Description	Total Cost (\$1,000) ⁽²⁾	Construction Year	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
1	HBP	City/County	East Line Street Bridge	Replace bridge over Bishop Creek Canal	\$2,849	2020	HBP	SP, S	SP	1
1	HBP	County	Carroll Creek Road Bridge	Replace bridge	\$3,500	2020	HBP	SP, S	SP	1
1	HBP	County	Oak Creek Road Bridge	Replace bridge	\$3,500	2020	HBP	SP, S	SP	1
1	HBP	County	Walker Creek Road Bridge	Replace Bridge No. 48C-39, across the Los Angeles Aqueduct. The existing one-lane, 9-foot wide bridge will be replaced with a 28 foot wide bridge	\$4,217	2020	HBP	SP, S	SP	1
2	HBP	County	Fall Creek Road Bridge	Replace bridge	\$4,546	2025	HBP	SP, S	SP	1
3	HBP	County	All bridge locations	Replace all bridges on County's bridge list that are structurally deficient/functionally obsolete	\$33,745	TBD	HBP	SP, S	SP	1
					Total Cost					\$52,357

Source: Inyo County, City of Bishop
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years
 Note 2: Construction costs adjusted to reflect inflation based on the growth of the CPI from 1995 - 2015

**TABLE 21: Inyo County Regional Roadway Projects
Financially Unconstrained**

Priority ⁽¹⁾	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source	Performance Indicator	Corresponding Goal
County							
U	Old Spanish Trail Highway	Reconstruct roadway - transverse cracks	TBD	\$24,026	FLAP	SP	1
U	Sage Flat Rd	Reconstruct first mile of Sage Flat Rd and Olancha town streets	TBD	\$4,368	FLAP	SP	1,3
U	Pine Creek Road	Reconstruct - From US 395 to Rovana	TBD	\$2,485	FLAP	SP	1,3
U	Glacier Lodge Road	Reconstruct - From US 395 to Glacier Lodge	TBD	\$12,000	FLAP	SP	1
U	Onion Valley Road	Reconstruct - From US 395 to Onion Valley	TBD	\$15,000	FLAP	SP	1,3
U	Upper Horseshoe Meadows Road	Reconstruct - From first turn to Horseshoe Meadows recreational areas	TBD	\$12,000	FLAP	SP	1,3
U	Lower Horseshoe Meadows Road	2" overlay - From Whitney Portal Road to 1st turn, bicycle lanes from Whitney Portal to Sunset	TBD	\$12,000	FLAP / Local	SP	1,3
U	South Lake Road	Reconstruct, add turn lanes, bicycle lanes to South Fork	TBD	\$7,000	FLAP	SP	1,3
U	Ninemile Canyon Road Rehabilitation Project	Reconstruct, add additional guardrail	TBD	\$8,000	FLAP	SP	1,3
U	Pine Creek Road	Reconstruct - From US 395 to Rovana	TBD	\$2,485	FLAP	SP	1,3
U	Various	Provide surface treatment every 10 years and repaving/reconstruction every 20 years	Ongoing	NA	STIP	SP	1,3
U	Butcher Lane	Reconstruct	TBD	NA	IRR	SP	1,3
U	Bishop & Big Pine Roadway Restoration Phase I	2" AC overlay on 8.2 miles of County maintained roads in and around Bishop & Big Pine	TBD	\$1,556	Prop 1B equivalent	SP	1,3
U	Bishop & Big Pine Roadway restoration Phase II	Chip seal on 31.4 miles of road in and around Bishop & Big Pine	TBD	\$981	Prop 1B equivalent	SP	1,3
U	Old Spanish Trail Highway	Chip seal on the entire 30 mile length from SR 127 to the NV border	TBD	\$750	Prop 1B equivalent	SP	1,3
U	Lone Pine roadway restoration project	2" AC overlay on 6.7 miles of roadway in Lone Pine & the Alabama Hills subdivision	TBD	\$1,698	Prop 1B equivalent	SP	1,3
U	Independence area roadway improvement project	2" AC overlay on 6.0 miles of roadway on rural roads near Independence	TBD	\$978	Prop 1B equivalent	SP	1,3
U	Ninemile Canyon Road Rehabilitation Project	2" AC overlay on a 6.0 mile stretch of Ninemile Canyon Road	TBD	\$950	FLAP Prop 1B equiv.	SP	1,3
U	Olancha, Cartago, & Darwin Road Rehabilitation Project	2" AC overlay on 1.9 miles of road located near these rural communities	TBD	\$282	Prop 1B equivalent	SP	1,3
U	West Bishop Road Reconstruction Phase II	Reconstruct 2.0 miles of streets in the Lazy A & Meadows Farms subdivisions	TBD	\$1,744	STIP	SP	1,3
City							
U	A Street	Construct new street between Line Street and North Sierra Highway (joint with Tribe)	TBD	\$10,123	STIP	M/A	3
U	Lagoon Street Extension	Extend Lagoon Street to Sunland Drive	TBD	\$2,531	STIP	M/A	3
U	South Street West	Extend South Street to Sunland Drive	TBD	\$3,374	STIP	M/A	3
U	Hanby Extension	Extend Hanby to Wye Road	TBD	\$5,062	STIP	M/A	3
U	West Jay Street Extension	Extend Jay Street west to Sunland Avenue	TBD	\$5,062	STIP	M/A	3
U	North Second Connections	Connect and extend North Second Street between East Line Street and Hanby Avenue	TBD	\$2,531	STIP	M/A	3
U	See Vee Extension	Extend See Vee Lane to Jay Street	TBD	\$8,436	STIP	M/A	3
U	Grove/Pine Realignment	Realign Grove Street and Pine Street at Main Street and signalize	TBD	\$13,498	STIP	M/A	3
U	Wye Road Improvements	Rehabilitate pavement, construct curb, gutter, and sidewalk on south side west of Spruce	TBD	\$1,350	STIP	M/A	3
U	West Park Street	Realign Park/Main intersection and construct street to connect at Rome and Home	TBD	\$5,062	STIP	M/A	3
Total Cost				\$165,333			

Source: Inyo County, City of Bishop

Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

Note 2: Construction costs adjusted to reflect 20 years of inflation based on the growth of the CPI from 1995 - 2015

TABLE 22: Inyo County Regional Public Transit Projects

Priority ⁽¹⁾	Proposed Project Description	Construct Year	Total Cost (\$1,000s)(2)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
1	Continual Fleet Replacement	Beginning FY 2017 - 18	NA	PTMISEA / FTA	SP	SP	4
2	Phase I Operations and Maintenance Facility Improvements Bus Parking Improvements	TBD	NA	STIP	SP	SP	4
3	Phase II Operations and Maintenance Facility Improvements Construct New Administrative and Operations Facility	TBD	NA	STIP	SP	SP	4

Source: ESTA
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 5 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

TABLE 23: Inyo County Active Transportation Funded Projects

Priority ⁽¹⁾	Route	Specific Location	Proposed Project Description	Construction Year	Total Cost (1,000s)	Funding Source	Performance and Need Indicator	Purpose and Need	Corresponding Goal
<u>State</u>									
1	Bishop Area	Northside of West Line St.	Sidewalk - 3/4 mile of 6 ft sidewalk with curb and gutter	2015	\$1,419	STIP TE	S, M/A	M	5
<u>County</u>									
1	Bishop Area	Sunland Drive	Bicycle lanes - 3.8 miles of 4 ft wide Class III (combined with South Bishop Resurfacing STIP project)	2015	\$670	STIP TE	S, M/A	M	5
1	Bishop Area	Ed Powers Road	Bicycle lanes - 1.4 miles of 4 ft wide Class III	2015	\$463	STIP TE	S, M/A	M	5
1	Independence	Dehy Park near Independence	Path through park with interpretive material	2016	\$650	STIP TE	S, M/A	M	5
1	Lone Pine Area	Bicycle lanes on Whitney Portal Road	Class III bicycle lanes from Tuttle Creek Rd to Horseshoe Meadows Rd	See Whitney Portal FLAP	See Whitney Portal FLAP	FLAP	S, M/A	M	5
<u>City</u>									
1	City of Bishop	Seibu to School Bike Path	Class 1 facility from Keough St to Bishop Paiute tribe boundary	2016	\$480	STIP TE	S, M/A	M	5
					Total Cost	\$3,682	Funded		
Source: Inyo County, City of Bishop Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/high priority potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained									

TABLE 24: Inyo County Unfunded Active Transportation Projects - Part 1

Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
County							
U	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds and County Roads from Myrtle Lane to US 395	NA	ATP	S, M/A	M	5
U	Bishop Area	Meadow Farms North Sidewalk (0.23 miles of sidewalk on the north side of US 395 or North Sierra Highway from Cherry Lane to the art store)	NA	ATP	S, M/A	M	5
U	Lone Pine	South Lone Pine Sidewalk (0.45 miles of sidewalk on one side of US 395 from end of sidewalk near LADWP to Teya Road)	NA	ATP	S, M/A	M	5
U	Bishop Area	Class II/III Bicycle Lanes Sawmill Road (1.7 miles from Ed Powers Road west to US 395)	NA	ATP	S, M/A	M	5
U	Bishop Area	Class II/III Bicycle Lanes Schober Lane (1.1 miles between Barlow Lane and Sunland Lane)	NA	ATP	S, M/A	M	5
U	Lone Pine	Class II/III Bicycle Lanes Horseshoe Meadows Road (2.1 miles from Sunset Road to Whitney Portal Road)	NA	ATP	S, M/A	M	5
U	Bishop Area	Class II/III Bicycle Lanes on Red Hill Road from Ed Powers Rd to SR 168	\$700	ATP	S, M/A	M	5
U	Bishop Area	CA 168 (West Line Street) from US 395 to Cerro Coso Community College Add shoulders and signage	\$25,373	ATP	S, M/A	M	5
U	Bishop Area	Collins Rd from Gerkin Rd to US 395 - Expand shoulder	\$3,700	ATP	S, M/A	M	5
U	Bishop Area	Diaz Ln from N Barlow Ln to N See Vee Ln - Expand shoulder	\$2,660	ATP	S, M/A	M	5
U	Bishop Area	Dixon Ln from Saniger Ln to US 6 - Expand Shoulder	\$6,683	ATP	S, M/A	M	5
U	Bishop Area	E Yaney St from Spruce St to Hanby Ave - Expand shoulder	\$639	ATP	S, M/A	M	5
U	Bishop Area	Ed Powers Rd from US 395 to SR 168 - Expand shoulder	\$12,686	ATP	S, M/A	M	5
U	Bishop Area	Five Bridges Rd from Jean Blanc to US 6 - Expand shoulder	\$9,701	ATP	S, M/A	M	5
U	Tecopa	Old Spanish Trail Highway (0.72 miles from Tecopa Hot Springs Road to Downey Road)	NA	ATP	S, M/A	M	5
Death Valley National Park							
U	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to the Furnace Creek Inn	NA	ATP/FLAP	S, M/A	M	5
U	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to Stovepipe Wells Resort	NA	ATP/FLAP	S, M/A	M	5
U	Death Valley NP	Class II/III bicycle lanes on Badwater Road from SR 190 to Badwater	NA	ATP/FLAP	S, M/A	M	5
City							
U	City of Bishop	Spruce Yaney Hanby Sidewalks - Along Spruce, west of Hanby, south side of Yaney at City Park	\$1,000	ATP	S, M/A	M	5
U	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk	\$980	ATP	S, M/A	M	5
U	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk	\$400	ATP	S, M/A	M	5
U	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway	\$250	ATP	S, M/A	M	5
U	City of Bishop	Sierra Street Sidewalk- Construct sidewalk along at least the north side of Sierra between Main and Home	\$300	ATP	S, M/A	M	5
U	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine	\$500	ATP	S, M/A	M	5
U	City of Bishop	Diaz to School Class I Bike Path - Diaz Lane to elementary schools	\$1,000	ATP	S, M/A	M	5
U	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools	\$400	ATP	S, M/A	M	5
U	City of Bishop	Hobson to Coats Path - Class 1 bike path/pedestrian path from Hobson Street to Coats Street	\$450	ATP	S, M/A	M	5
U	City of Bishop	Home St. Connection - Class I path west of elementary schools to Home Street School campus	\$500	ATP	S, M/A	M	5
U	City of Bishop	North Fork of Bishop Creek - Improve path along North Fork Bishop Creek between Highway 6 and Bishop Creek Canal	\$50	ATP	S, M/A	M	5
U	City of Bishop	Bishop to Chalk Bluffs Path - Improve highway and water crossings Sierra Street to Chalk Bluffs Road along Bishop Canal	\$750	ATP	S, M/A	M	5
U	City of Bishop	Pine to Canal Path - Class 1 bike path from East Pine street to east side of Bishop Creek Canal	\$500	ATP	S, M/A	M	5
U	City of Bishop	Bishop to Laws Path - Improve water crossings Bishop to Laws on proposed rail alignment	\$1,000	ATP	S, M/A	M	5
Total Cost			\$70,222				

Source: Inyo County, City of Bishop

Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

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Table 25: Inyo County Regional Unfunded Bicycle Facility Projects -- Part 2

Priority ⁽¹⁾	Location	Facility	From	To	Proposed Project Description	Miles	Performance Indicator	Purpose and Need	Corresponding Goal
U	Bishop area	Sunrise Ln/Longview Dr Connector	Sunrise Ln	Schoeber Ln	Extend path north of Schoeber Lane bend. Obtain easements and add path connections to these streets.	0.3	S, M/A	M	5
Class II or III									
U	Bishop area	Hanby Ave	E Yaney St	E Line St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.6	S, M/A	M	5
U	Bishop area	Main St (US 395)/US 6	Dixon Ln	Sunland Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	5.1	S, M/A	M	5
U	Bishop area	N Barlow Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.5	S, M/A	M	5
U	Bishop area	N Barlow Ln	Bar M Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.5	S, M/A	M	5
U	Bishop area	N See Vee Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	N Tu Su Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.7	S, M/A	M	5
U	Bishop area	Pine Creek Rd	N Round Valley Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Bishop area	Poleta Rd	Canal bridge	Airport Rd	Existing shoulder wide enough for Class 3 facility, add signage.	1.1	S, M/A	M	5
U	Bishop area	Reata Rd	Ed Powers Rd	Coyote Valley Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Bishop area	Red Hill Rd	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	7.4	S, M/A	M	5
U	Bishop area	N/S Round Valley Rd	Birchm Ln	Sawmill Rd	Existing shoulder wide enough for Class 3 facility, add signage. Rehabilitate existing facilities.	0.7	S, M/A	M	5
U	Bishop area	Saniger Ln	Dixon Ln	Bar M Ln	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.4	S, M/A	M	5
U	Bishop area	Spruce St	Wye Rd	E Yaney St	Expand shoulder. Overlay to improve pavement quality. Stripe shoulders from W. Line Street to Gerkin Lane and US 395.	3.8	S, M/A	M	5
U	Bishop area	Sunland Ln	SR 168	S Main St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Sunrise Ln	S Barlow Ln	End	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	S, M/A	M	5
U	Bishop area	Underwood Ln	Reata Rd	S Barlow Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.6	S, M/A	M	5
U	Bishop area	US 395	N Barlow Ln	US 6	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.7	S, M/A	M	5
U	Bishop area	US 6	Dixon Ln	Silver Canyon Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	Wye Rd	US 395	Spruce St	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.3	S, M/A	M	5
U	Bishop area	Lower Rock Creek Road	Birchm Ln/Pine Creek Rd.	Mono County Line	Expand shoulder - add shoulder stripes or bike lanes and signage.	19.1	S, M/A	M	5
U	Bishop area	Route signage for "Laws - Warm Springs" loop route	Westerly US 395	Loop ride east of Bishop through main street Bishop	Add bike route signs with directions and distances at turns, for example "Laws Railroad Museum - 2"	N/A	S, M/A	M	5
U	Bishop area	Downtown commercial district circulation alternatives	Westerly US 395	through main street Bishop	Bike route with signage, and optionally Shared Roadway Bicycle Markings, on Fowler, Grove, Pine, Third, and South Streets.	0.5	S, M/A	M	5
U	Bishop area	E Line St	S Main St	Canal bridge	Existing shoulder wide enough for Class 3 facility, add signage.	0.5	S, M/A	M	5
U	Bishop area	Gerkin Rd	Sierra Bonita	Collins Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	11.6	S, M/A	M	5
U	Bishop area	US 395	Inyo/Mono County line	Barlow Ln	Add shoulder stripes or bike lanes, share the road signage.	0.1	S, M/A	M	5
U	Bishop area	S Barlow Ln	Underwood Ln	Schoeber Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	S, M/A	M	5
U	Bishop area	S Barlow Ln	S end of Class I facility	Underwood Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	11.5	S, M/A	M	5
U	Bishop area	US 395	Sunland Dr	County Rd, SR 168E	Add shoulder stripes or bike lanes, share the road signage.	2.2	S, M/A	M	5
U	Bishop area	Eastside Rd	Poleta Rd	Warm Springs Rd	Expand shoulder, stripe/bike lanes or signage	0.6	S, M/A	M	5
U	Bishop area	Jean Blanc Rd	Fish Slough Rd	Five Bridges Rd	Expand shoulder, stripe/bike lanes or signage	0.6	S, M/A	M	5
U	Bishop area	Keough Hot Springs Rd	County Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.5	S, M/A	M	5
U	Bishop area	Longview Dr	S Barlow Ln	End	Expand shoulder, stripe/bike lanes or signage	3.2	S, M/A	M	5
U	Bishop area	Poleta Rd	Airport Rd	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	4.6	S, M/A	M	5
U	Bishop area	Warm Springs Rd	S Main St	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	2.5	S, M/A	M	5
U	Bishop area	Pleasant Valley Dam Rd	US 395	Southern end of Pleasant Valley Reservoir	Expand shoulder, stripe/bike lanes or signage	1.8	S, M/A	M	5
U	Bishop area	Gorge Rd	Lower Rock Creek Rd	Northern end of Pleasant Valley Reservoir, LADWP	Expand shoulder, stripe/bike lanes or signage	1.3	S, M/A	M	5
U	Bishop area	Birchm Ln	(Old Sherwin Grade)	Lower Rock Creek Rd	Expand shoulder, stripe/bike lanes or signage	0.2	S, M/A	M	5
U	Bishop area	Wye Rd	N/S Round Valley Rd	(Old Sherwin Grade)	Expand shoulder, stripe/bike lanes or signage	0.1	S, M/A	M	5
U	Big Pine	Steward Ln	Spruce St	Canal Path	Expand shoulder, stripe/bike lanes or signage	0.5	S, M/A	M	5
U	Big Pine	Bartell Avenue	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Big Pine	County Rd	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	3	S, M/A	M	5
U	Big Pine	Fish Springs Rd	Reynolds Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	S, M/A	M	5
U	Big Pine	Newman St	Bartell Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	S, M/A	M	5
U	Big Pine	Steward Ln	Newman St	Big Pine Canal	Expand shoulder - add shoulder stripes or bike lanes and signage.	5.2	S, M/A	M	5
U	Big Pine/Independence	Black Rock Springs Rd	County Rd	Fish Springs Rd	Add shoulder stripes or bike lanes, share the road signage.	0.8	S, M/A	M	5
U	Big Pine/Independence	Aberdeen Station Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1.2	S, M/A	M	5
U	Big Pine/Independence	Goodale Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1	S, M/A	M	5
U	Big Pine/Independence	Tinemaha Rd	Goodale Rd	US 395	Add signage and shoulder stripes	5.8	S, M/A	M	5
U	Big Pine/Independence	Tinemaha Rd	Fish Springs Rd	Fuller Rd	Add signage and shoulder stripes	2.1	S, M/A	M	5
U	Independence	Fort Independence Rd	Fish Springs Rd	Tinemaha Rd	Add signage and shoulder stripes	0.5	S, M/A	M	5
U	Independence	E Miller	Schabell Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	S, M/A	M	5
U	Independence	Fish Hatchery Rd	S Oak Creek Rd	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes.	1.3	S, M/A	M	5
U	Independence	Fort Independence Rd	E Miller	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.8	S, M/A	M	5
U	Independence	Shabell Ln	US 395	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	S, M/A	M	5
U	Independence	US 395	Fish Hatchery Rd	Market St	Add bike lanes, and share the road signage.	2.3	S, M/A	M	5
U	Independence	Mazourka Canyon Rd	US 395	E of Abandoned Railroad	Expand shoulder, stripe/bike lanes or signage	4.6	S, M/A	M	5
U	Independence	US 395	Fish Springs Rd	Shabell Ln	Add shoulder stripes or bike lanes, and share the road signage.	16.5	S, M/A	M	5
U	Independence/Lone Pine	US 395	E Market St	Manzanar Reward Rd	Add shoulder stripes or bike lanes, and share the road signage.	5.4	S, M/A	M	5
U	Lone Pine	E Begole St	Manzanar Reward Rd	Teya Rd	Add shoulder stripes or bike lanes, and share the road signage.	11.1	S, M/A	M	5
U	Lone Pine	E Muir St	US 395	N Jackson St	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Horseshoe Meadows Rd	Whitney Portal Rd	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Lubken Canyon Rd	Horseshoe Meadows Rd	US 395	Add striping/ bike lanes. Bicycle safety signage present. acquire additional right-of-way.	3.5	S, M/A	M	5
U	Lone Pine	N Jackson St	E Begole St	Whitney Portal Rd	Alternate route signage. Expand shoulder	0.3	S, M/A	M	5
U	Lone Pine	N Washington St	W Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	S, M/A	M	5
U	Lone Pine	S Lone Pine Ave	E Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	S, M/A	M	5
U	Lone Pine	SR 136	US 395	Cerro Gordo Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	12.7	S, M/A	M	5
U	Lone Pine	Sub Station Rd	E Inyo St	Abandoned Railroad	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	S, M/A	M	5
U	Lone Pine	Tuttle Creek Rd	Whitney Portal Rd	Lubken Canyon Rd	Route constrained by narrow canyon and riparian area. Add shoulder stripes or signage.	5.4	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	N Washington St	US 395	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	S Main St	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	North Main St (US 395)	Lone Pine Park	Pangborn Lane	Signage, striping, sidewalk, both sides of Highway	0.8	S, M/A	M	5
U	Lone Pine	South Main St (US 395)	Inyo St	CA 136	Signage, striping, sidewalk, both sides of Highway	1.5	S, M/A	M	5
U	Lone Pine	Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	US 395 / Teya St	US 395 / Inyo St	Expand shoulder - add shoulder stripes or bike lanes and signage	0.9	S, M/A	M	5
U	Lone Pine	E Inyo St	S Main St	Sub Station Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.2	S, M/A	M	5
U	Lone Pine	E Muir St	S Washington St	S Main St	Alternate route signage. Expand shoulder	0.1	S, M/A	M	5
U	Lone Pine	Whitney Portal Rd	S Main St	Horseshoe Meadows Rd	Add shoulder stripes or bike lanes. Bicycle safety signage present.	3.5	S, M/A	M	5
U	Lone Pine	US 395	Gill Station Coso Rd	Inyo/Kern County Line	Add shoulder stripes or bike lanes, and share the road signage.	18	S, M/A	M	5
U	Lone Pine	Lone Pine Narrow Gauge Rd	US 395	Owens Valley Line	Add shoulder stripes or bike lanes and signage.	36	S, M/A	M	5
U	Lone Pine	US 395	Teya Rd	Gill Station Coso Rd	Add shoulder stripes or bike lanes, and share the road signage.	39.3	S, M/A	M	5
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	S, M/A	M	5
U	Tecopa	Tecopa Hot Springs Rd	Furnace Creek Rd	Tecopa Hot Springs (Resort)	Extend existing Class 3 facility near Tecopa Hot Springs to North and South.	0.6	S, M/A	M	5
U	Tecopa	Old Spanish Trail	Furnace Creek Rd	Nevada State Line	Expand shoulder, stripe/bike lanes or signage	30	S, M/A	M	5
U	Tecopa	SR 127	SR 178	Furnace Creek Rd	Expand shoulder, stripe/bike lanes or signage	6.8	S, M/A	M	5
U	Tecopa	SR 178	Furnace Creek Wash Rd	SR 127	Expand shoulder, stripe/bike lanes or signage	6.9	S, M/A	M	5
U	Tecopa	SR 178	SR 127	Chicago Valley Rd	Expand shoulder, stripe/bike lanes or signage	5.4	S, M/A	M	5

Source: 2008 Inyo County Collaborative Bikeways Plan. Projects are classed as Funded and Unfunded since there are no longer any regular sources of funding for alternative transportation projects. Note 1: Priority. 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

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Caltrans State Highway Operation and Protection Program (SHOPP) Projects (Table 16) – The financially-constrained SHOPP plan for Inyo County includes a variety of safety, capacity enhancement and system preservation projects on Inyo County state highways. Projects are anticipated to total nearly \$17 million over the next ten years.

Inyo County Top Priority Funded Regional Roadway Projects (Table 17) – Inyo County’s portion of the Statewide Transportation Improvement Program (STIP) for fiscal years 2014-15 to 2018-19 is presented in Table 17. This table represents programmed Regional Improvement Program (RIP) funds for the Inyo region. The discussion below outlines the purpose and need of Inyo County 2014 STIP projects.

- ◆ **Olancha/Cartago 4 Lane** – This is the top priority MOU project with Kern COG and Mono LTC in an effort to leverage ITIP funding. This project will address safety and capacity constraint issues along the remaining two-lane section of US 395 in Inyo County. Environmental work is under way and construction is anticipated in 2018.
- ◆ **Kern County Freeman Gulch** – This four lane expressway project is the top priority MOU project for Kern County.
- ◆ **West Bishop Improvement Project** - Residential streets in this unincorporated part of West Bishop have severe transverse cracks and are in need of rehabilitation.
- ◆ **South Bishop Resurfacing/ Sunland Drive Bicycle Lanes Projects** – In the interest of system preservation, Sunland Drive is in need of resurfacing. At the same time Class III bicycle lanes will be constructed to provide greater safety and connectivity for cyclists between existing bicycle lanes on Gerkin Road in Wilkerson and the existing bicycle lane on SR 168.
- ◆ **Federal Lands Access Program (FLAP)** – Federal Lands Access Program funds have been acquired to reconstruct the popular recreational routes, Whitney Portal Road and Rock Creek Road. Only a small portion of Rock Creek road lies within Inyo County.

Mid-term Priority Regional Projects – Table 18 lists projects which will potentially be funded over the first ten years of the RTP planning period. STIP and Federal Lands Access Program (FLAP) funds are potential funding sources for these county and city projects. Approximately \$39 million in regional funds will be required to construct these projects. These projects will address a variety of transportation issues identified in Chapter 3 of this RTP.

Long-term Priority Regional Projects – Table 19 presents projects to address regional transportation needs which will potentially be funded during the latter half of the RTP planning period. Approximately \$48.8 million in STIP, FLAP and other funds will be required.

Regional Highway Bridge Program Projects – Table 20 presents local roadway bridge rehabilitation and reconstruction projects to be funded with Highway Bridge Program (HBP) funds. The local match for these projects will likely stem from Toll Credits. A total of 52.3 million in project costs is estimated.

Financially Unconstrained Regional Roadway STIP Projects – Table 21 presents Inyo County’s “wish list” of transportation improvements to the state highway system and regionally significant roadways. Although not considered top priority projects, these improvements are important to the region. Cost estimates for unconstrained STIP, FLAP and IRR projects reach over \$165 million.

Transit Capital Improvement Projects

Similar to other rural transit agencies, ESTA must operate long distances and in all types of weather conditions. As such, it is important to develop an appropriate transit vehicle replacement schedule. Upgrading passenger facilities and amenities is important for providing mobility to existing passengers, particularly ADA eligible passengers. There is also a need to upgrade the existing operations facility at the Bishop Airport. Table 22 presents transit capital improvement projects for the short and long-term planning periods. Transit vehicles will be replaced at the end of their useful life using a combination of Federal Transit Administration (FTA) and state bond funds. Phased improvements for a new operations and maintenance facility will likely be funded with STIP funds.

Non-Motorized Facility Improvement Projects

Throughout the development of this RTP, the importance of increasing safety for bicyclists and pedestrians has been identified by stakeholders, tribal entities and the public. The Eastern Sierra communities are fairly compact, lending to the ease of non-motorized transportation provided it is relatively safe. Additionally, many residents do not have a vehicle. In order to promote safe active transportation, the County and the City of Bishop have identified a list of bicycle path and sidewalk projects. Short-term funded projects are identified in Table 23. Other long-term and financially unconstrained bicycle improvement projects outlined in the Inyo County Collaborative Bikeways Plan 2008 and Active Transportation Plan are displayed in Table 24 and 25.

Airport Improvement Projects

The Inyo County Airport Capital Improvement Program for short-term projects are listed in Table 26. Over \$15 million in runway rehabilitation, airport lighting and other projects have been identified. Long-term improvement projects such as runway extension for the Bishop Airport are displayed in Table 27.

Tribal Transportation Projects

Tribal transportation needs for various types of transportation facilities have been discussed throughout this document. The Bishop Paiute Tribe has provided several transportation planning documents as part of this RTP effort. Projects identified in the most recent 2013 Transit and Transportation Improvement Plan are summarized below:

- ◆ **Winuba North Extension** - Extend Winuba Lane to the North to connect with Hwy 395 so as to provide better traffic circulation and access to services.
- ◆ **Winuba South Extension** - Extend Winuba lane from Hwy 168 south to the southern boundary of the Reservation.
- ◆ **Interior Roads** – Construct interior roads to provide better access to land locked assignments and improve circulation and accessibility throughout the Reservation.
- ◆ **Street Lighting** - Upgrade existing street lights and add additional street lights on the Reservation to improve night safety for both vehicles and pedestrians.
- ◆ **Walking and bicycle trails** – New trails in the Conservation and Open Space Area (COSA) located on the eastern portion of the Reservation for recreational use as well as to transportation to local area

schools and hospitals. Connections to City of Bishop bicycle path and potential paving of the Indian Trail.

- ◆ **Sidewalks** - Possible projects are sidewalks connecting to the new Hwy168 sidewalks on Barlow, Tu Su and See Vee lanes to improve pedestrian and wheelchair access between the Reservation and City of Bishop.
- ◆ **Parking** – Parking lots at the OVCDC center at Barlow Lane and Diaz Lane to help eliminate the on street parking along Diaz Lane. Also more parking at tribal headquarters and the Cultural Center.

TABLE 26: Inyo County Regional Airport Capital Improvement Projects

Short-Term Projects

Priority ⁽¹⁾	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
1	Independence Airport	Runway 14-32 & Taxiway Pavement & Lighting Rehabilitation	2015	\$300	AIP	SP	SP	7
1	Bishop Airport	Runway 16-34 & Exits Overlay, RSA Brush Removal - Phase 1	2015	\$1,655	AIP	SP	SP	7
1	Lone Pine Airport	Airport Lighting, Signs, and Visual Aids (Design)	2015	\$175	AIP	SP	SP	7
1	Bishop Airport	Rwy 16-34 & Exits Overlay, RSA Brush Removal - Phase 2	2016	\$1,400	AIP	SP	SP	7
1	Lone Pine Airport	Airport Lighting, Signs, and Visual Aids (Construction)	2016	\$600	AIP	SP	SP	7
1	Independence Airport	Design and Construct Perimeter Fence and Access Gates	2017	\$500	AIP	SP	SP	7
1	Bishop Airport	Runway 12-30 and Taxiway A Pavement Rehabilitation (Design)	2017	\$250	AIP	SP	SP	7
1	Bishop Airport	Terminal Area Apron Pavement Rehabilitation (Design and Construction)	2017	\$2,000	AIP	SP	SP	7
1	Lone Pine Airport	Runway 16-34, Txwy's A and B Pavement Rehabilitation and Terminal Area Fencing (Design)	2017	\$275	AIP	SP	SP	7
1	Bishop Airport	Rwy 12-30 and Txwy A Pavement Rehabilitation (Construction)	2018	\$3,000	AIP	SP	SP	7
1	Lone Pine Airport	Runway 16-34, Txwy's A and B Pavement Rehabilitation and Terminal Area Fencing (Construction)	2018	\$2,000	AIP	SP	SP	7
1	Independence Airport	Runway 5-23 Corrective Grading	2019	\$300	AIP	SP	SP	7
1	Bishop Airport	Rwy 7-25 and Txwy B, C, & G Pavement Rehabilitation (Design)	2019	\$200	AIP	SP	SP	7
1	Bishop Airport	Runway 7-25 and TW B, C, & G Pavement Rehabilitation (Construction)	2019	\$2,000	AIP	SP	SP	7
1	Bishop Airport	Perimeter Fencing - Terminal Area/Southerly AOA - Phase 1 (Design and Construction)	2019	\$500	AIP	SP	SP	7
1	Lone Pine Airport	Airport Terminal Building Replacement (Design and Construction)	2019	\$350	AIP	SP	SP	7
Total Cost				\$15,505				

Source: 2015 - 2019 ACIP
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

TABLE 27: Inyo County Regional Airport Capital Improvement Projects

Long-Term Projects

Priority ⁽¹⁾	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source	Performance Indicator	Purpose and Need	Corresponding Goal
3	Bishop Airport	Extend runway 12/30 and Taxiway A approximately 1,200 feet to NW (8,700 feet), extend clear zone and runway safety area, continue development of infrastructure for convention center and commercial areas in Airport Master Plan, construct additional hangars and aprons, construct control tower, install navigational aids and markings, develop new passenger terminal	TBD	NA	AIP	SP	SP	7
3	Independence Airport	Pave and extend Runway 05/23 by 2,000 feet to east (3,500 feet), construct Taxiway C to provide parallel taxiway to Runway 05/23, install navigational aids and markings	TBD	NA	AIP	SP	SP	7
3	Lone Pine Airport	Pave runway 13/31, construct parallel taxiway along Runway 13/31 to improve safety, construct additional hangars and aprons	TBD	NA	AIP	SP	SP	7
3	Shoshone Airport	Reconstruct runway 15/33 to remove sag, extend and widen Runway 15/33 to accommodate larger aircraft, replace lighting system along Runway 15/33	TBD	NA	AIP	SP	SP	7

Source: 2015 - 2019 ACIP
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained

Goods Movement

Freight transportation, particularly trucking, is an important function of the Inyo regional transportation system. Trucking generates up to 20.5 percent of all traffic volumes on portions of US 395 in Inyo County. Roadway rehabilitation and reconstruction projects throughout the region as well as the four-lane US 395 project and US 6 improvements will improve the safety and reliability of goods movement throughout Inyo County.

ENVIRONMENTAL MITIGATION

The 2010 RTP Guidelines recommend that RTPs include a discussion of potential environmental mitigation activities and areas, including those mitigation activities that might maintain or restore the environment that is affected by the plan. The majority RTP projects located within the Inyo region are road reconstruction or rehabilitation and do not require disturbing or paving new lands. New roadway projects such as Olancho to Cartago 4 lane will undergo thorough environmental review prior to construction.

Before implementing road or bicycle/pedestrian improvement projects, the County of Inyo and City of Susanville abide by all permitting requirements stipulated by applicable state and federal natural resource agencies, such as California Department of Fish and Wildlife, US Forest Service, Army Corp of Engineers and Regional Water Quality Control Board. The County and the City follow all state regulations and BMPs with respect to storm-water pollution prevention and water pollution control.

As part of the public participation process (described in Chapter 1 and documented in Appendix D), state and federal resource agencies were contacted and maps of natural resources under each agency’s jurisdiction were requested. These agencies were contacted at the beginning of the RTP update process. Available natural resource agency maps and documents were compared to this RTP in an attempt to find

potential conflicts between transportation improvement projects and natural resources. The details of these comparisons are summarized in the environmental agency consultation section of Chapter 1.

INYO COUNTY STRATEGIES TO REDUCE GHG EMISSIONS

RTPAs that are not located within the boundaries of a metropolitan planning organization (which ICLTC is not) are not subject to the provisions of SB 375 that require addressing regional GHG targets in the RTP and preparation of sustainable community strategies. With the exception of the remaining 2 lane section of US 395, the Inyo region experiences little traffic congestion. As demonstrated in Chapter 2, overall traffic volumes on Inyo state highways have generally decreased in the last ten years. As such, the Inyo region is not a significant contributor to statewide GHG emissions. Regardless, this RTP identifies improvements to bicycle and pedestrian facilities which will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce GHG emissions.

Given the importance of the consideration of climate change in transportation planning, this RTP outlines the following strategies to reduce GHG emissions:

- ◆ **Implement Active Transportation Project Improvements** – One GHG reduction strategy that is repeatedly identified in legislation and policy documents is to reduce VMT. The regional transportation issues discussion demonstrates a need to create a safer environment for pedestrians and bicyclists along the state highway corridors and on school routes. Projects such as the sidewalks at SR 168 and the Seibu to School bike path will make non-motorized travel for residents and visitors both safer and more appealing, thereby reducing the number of vehicle trips.
- ◆ **Implement Transit System Improvements** – Transit capital improvement projects which could further reduce vehicle trips by encouraging transit ridership are included in this RTP, including upkeep of the transit fleet. Safe, comfortable, and attractive buses make the transit system more visible and thereby encourage non-regular riders or visitors to utilize the bus system.
- ◆ **Vanpool/Rideshare Program** – Expanding existing vanpool program administered through ESTA is another strategy to reduce VMT.

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The Financial Element is fundamental to the development and implementation of the RTP. This chapter identifies the current and anticipated revenue resources and financing techniques available to fund the planned transportation investments that are described in the Action Element, as needed to address the issues, goals, policies and objectives presented in the Policy Element. The intent is to define realistic financing constraints and opportunities. The following provides a summary of the federal, state, and local funding sources and programs available to the Inyo region for transportation facility improvements, a comparison of anticipated revenues with proposed projects, and financial strategies. From a practical perspective, finances and funding availability ultimately determine which projects are constructed.

It is important to note that there are different funding sources for different types of projects. The region is bound by strict rules in obtaining and using transportation funds. Some funding sources are “discretionary,” meaning they can be used for general operations and maintenance, and are not tied to a specific project or type of project. However, even these discretionary funds must be used to directly benefit the transportation system for which they are collected. For example, funds derived from gasoline taxes can only be spent on roads, and aviation fuel taxes must be spent on airports. State and federal grant funding is even more specific. There are several sources of grant funds, each designated to a specific type of facility (e.g. bridges or state highways), and/or for a specific type of project (e.g. reconstruction or storm damage). This system makes it critical for ICLTC and the local governments to pursue various funding sources for various projects simultaneously and to have the flexibility to implement projects as funding becomes available.

The majority of RTP Action Element projects will be funded by recurring or non-competitive federal or state grants. In addition to recurring money, many competitive grants are available for transportation projects but success in obtaining these types of funds is difficult to predict. A wide variety of funding sources which could be employed by the Inyo region to complete the financially constrained and unconstrained projects in the Action Element are listed below. For reference, recurring funding sources are marked with an (R) and competitive grant sources are marked with a (C).

ROADWAY IMPROVEMENT FUNDING

Federal Transportation Funding

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 is the successor to Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which provided \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through Fiscal Year (FY) 2009. On July 6 2012, President Obama signed MAP-21 into law. Traditionally, the federal transportation bill has been funded through federal gas taxes. As vehicles have become more efficient, there is less revenue to draw from and an increase in the tax is politically unpopular. The original bill expired in 2014 and a short-term reauthorization was passed. However, this will expire in May 2015. MAP-21 funds the Transportation Trust Fund and includes the following elements:

- ◆ Generally reauthorizes the federal-aid highway programs at previous SAFETEA-LU funding levels plus inflation for two fiscal years.

- ◆ Consolidates more than 80 Federal Highway Administration (FHWA) programs into a handful of broad core programs.
- ◆ Provides states with more flexibility to fund programs within the core programs.

The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.

Many of the previous SAFETEA-LU programs have been reorganized and consolidated under MAP-21. The following programs are potential funding sources for Inyo County transportation improvement projects:

- ◆ **National Highway Performance Program (C)** – This core program will focus on repairing and improving the National Highway System. The existing Highway Bridge Program (HBP), which provides funding for highway bridges in need of repair according to federal safety standards, falls under this core program. State and local bridge replacement projects are funded through Caltrans with HBP grants. The goal of the program is to rehabilitate or replace public highway bridges when it has been determined that the bridge is significantly important and unsafe. The federal share of a HBP project is 80 percent. To be eligible for rehabilitation a bridge must be rated Structurally Deficient or Functionally Obsolete with a sufficiency rate of less than 80.
- ◆ **Surface Transportation Program (STP) (R)** – Generally, the Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Roughly \$10.3 billion in flexible funding will be available in FY 2015 nationwide. Some projects such as transportation enhancements which were previously eligible activities under STP are now incorporated into other programs such as Transportation Alternatives. New eligibilities include electric vehicle charging infrastructure and projects and strategies that support congestion pricing and travel demand management.

Fifty percent of a State’s STP funds (after the set aside for Transportation Alternatives and State Planning and Research) are distributed to areas based on population with the remainder to be used in any area. A portion of a state’s STP funds must be set aside for bridges not on Federal-aid highways. A special rule allows a portion of funds reserved for rural areas to be spent on rural minor collectors.

- ◆ **Highway Safety Improvement Program (HSIP) (C)** – This program authorizes roughly \$2.4 billion in annual funding for projects with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Safety projects include railway-highway crossing and infrastructure safety needs, in addition to safety programs such as education, enforcement, and emergency medical services. States must continue to update their State Highway Safety Plan and set targets for the number of injuries and fatalities per vehicle mile of travel. Although the States are no longer required to set aside funds for High Risk Rural Roads, they are required to obligate funds for this purpose if the fatality rate increases. States are also required to incorporate strategies focused on older drivers and pedestrians if fatalities increase for these population groups. In California, roughly \$21 million in HSIP funds are directed toward the Active Transportation Program.
- ◆ **Transportation Alternatives (C)** – This new core program under MAP-21 incorporates elements from the alternative type of transportation programs under SAFETEA-LU such as Transportation

Enhancements (TE), Safe Routes To Schools and Recreational Trails Program. There are nine eligible transportation alternative categories:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction, planning and design for facilities which provide safe routes for non-drivers, including children, older adults and individuals with disabilities.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users.
- Construction of turnouts, overlooks and viewing areas.
- Inventory, control or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project.
- Environmental mitigation including pollution prevention, storm water management due to roadway construction or highway runoff, reduce vehicle-caused wildlife mortality or maintain connectivity among terrestrial or aquatic habitats.

Four previously eligible transportation enhancement activities are not included in the MAP-21 legislation: pedestrian and bicycle safety and educational programs (except for programs targeting children K – 8 going to school), acquisition of scenic or historic easements and sites, scenic or historic highway programs including tourist and welcome centers and establishment of transportation museums.

The TA program will be funded at a level equal to roughly two percent of all MAP-21 funds. A portion of each state's amount will be set aside for the Recreational Trails Program which provides for the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. However, states have the choice to "opt out" of the Recreational Trails Program. Fifty percent of remaining TA funds must be allocated within each state based on population. MPO's must distribute funds for projects within their jurisdiction through a competitive grant program. State Departments of Transportation (DOT) will allocate funds to rural areas through a competitive grant program. The remaining 50 percent of TA funds will be distributed through the state DOT competitive grant program among all eligible applicants. However, the state can redirect at their discretion this second portion of TA funds to other MAP-21 core programs instead of TA projects.

- ◆ **Federal Lands and Tribal Transportation Programs (C)** – This core program will continue to provide funding for transportation facilities on federal and tribal lands.
 - *Federal Lands Transportation Program* – Provides \$300 million annually for projects that improve access in national forests, national recreation areas or other infrastructure owned by the

federal government. This program combines the former Park Roads and Refuge Roads programs. The majority of funding, \$240 million, is allocated to the National Park Service, another \$30 million to US Fish and Wildlife, and the remaining \$30 million is allocated competitively among the US Forest Service, Bureau of Land Management and Army Corps of Engineers using a performance management model.

- *Federal Lands Access Program (FLAP)* – This program replaces and expands the Forest Highways program by providing \$250 million for projects that improve access to all Federal Lands. Funds are distributed to each state by formula based on recreational visitation, land area, public road mileage and number of public bridges. States must provide a non-federal match.
- *Tribal Transportation Program* – This program continues the Indian Reservation Roads program and adds set asides for tribal bridge projects and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. Roughly \$450 million will be available annually and distributed based on population, road mileage, average funding under SAFETEA-LU and an equity provision.
- *Tribal High Priority Projects Program* – This new discretionary program will provide \$30 million per year in funding. This program provides fund to Native American Tribes whose annually allocation of Tribal Transportation Program funds is insufficient to complete the highest priority project or for emergency or disaster on a tribal transportation facility which renders the facility unusable.
- ♦ *Emergency Relief* - Through this program, federal, state, tribal and local governments can apply for funding to repair serious damage to federal-aid, tribal and federal lands resulting from disasters or catastrophic failures.

In addition, Federal funds are available for transit operations and capital assistance through the Federal Transit Administration discussed below.

State Sources

Transportation funding in California is both complex and full of uncertainty. Generally, revenue sources for transportation improvements are generated from fuel excise taxes, fuel sales taxes, and the statewide sales tax. In recent years, California transportation funding has become dependent on motor fuel sales tax. Since 2001, proceeds from these taxes have been diverted from the transportation program in an effort to address the general fund deficit, despite legislation prohibiting these actions except in the case of severe state fiscal hardship. As a result, the STIP and SHOPP funds (primary funding programs for the state highway system) as well as transit funding sources have been raided for general fund purposes.

The struggle to balance the state budget and adequately fund transportation projects in California is ongoing. Various state legislation and ballot propositions in recent years have changed revenue flows for state transportation sources. The “gas tax swap” eliminated the sales tax on gasoline and implemented the price-based excise tax on gasoline to fund transportation improvements. As part of the legislation an increase in the diesel fuel sales tax was offset by a decrease in the diesel fuel excise tax. The objective of the gas tax swap was to provide a mechanism to fund transportation bond debt service (gasoline sales tax revenues have more stringent restrictions on uses). At the same time voters passed Proposition 22 which restricted diversions of fuel excise tax revenues in the State Highway Account for non-transportation purposes. Therefore new legislation was passed which swapped weight fees, previously used for Caltrans operations to be used for bond debt service. The end result is that STIP roadway projects (State Highway Account) will be funded through fuel excise taxes. STIP Transit and transportation planning projects

(Public Transportation Account) are funded primarily through sales tax on diesel fuel. State excise fuel taxes flow through the Motor Vehicle Fuel Account to fund the STIP, SHOPP, Active Transportation Program, and City and County Road Funds. Appendix** displays a chart of Caltrans' Overview of Transportation Funding in California for reference.

The following section lists the transportation funding sources available through the State of California.

- ♦ **State Transportation Improvement Program (STIP) (R)** – consists of two broad transportation improvement programs: (1) the regional program funded by 75 percent of new STIP funding, and (2) the interregional program funded by 25 percent of new STIP funding. Brief summaries of these funds are provided below along with other state funding sources:
 - **Regional Improvement Program (RIP)** – RIP funds account for 75 percent of STIP funding. The 75 percent portion is subdivided by formula into county shares. The ICLTC programs funds which are apportioned to the region. These funds may be used to finance projects that are both “on” and “off” the state highway system. This “regional share” must be relied on to fund capacity increasing projects on much of the state highway system. Critical to rural California counties, regional STIP funding may be used for local rehabilitation projects.
 - **Interregional Improvement Program (IIP)** – The IIP receives the remaining 25 percent of the STIP funding. The IIP funds taken collectively form the Interregional Transportation Improvement Program (ITIP). This program is controlled and programmed by Caltrans, although regional agencies provide input on the specific ITIP projects for their region. One of the goals of the program is to encourage regional agencies and the state to establish partnerships to conduct certain projects. For the rural California counties, a challenge to use IIP funding is the very limited availability of “local match” for IIP-funded programs. (However, RIP funds can be used as match for the ITIP program.) In actuality, Caltrans receives 15 percent for state highway projects on the interregional system; potential projects must compete statewide for the remaining funds. Much of the state highway system is not eligible for interregional funding and must rely on the regional share to fund capacity improvement projects. US 395 is eligible. One of the primary objectives of the MOU between Inyo County, Mono County LTC and Kern County COG is to be able to leverage IIP funds.

Caltrans estimates the amount of funding available for the STIP program for a five-year period every two years. The most recent STIP Fund Estimate was developed in 2013 and the next fund estimate will be released in 2015. Based on that fund estimate and the STIP Guidelines, the ICLTC develops a program of projects for the five-year period. The ICLTC submits this program of projects called the Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC). The RTIP specifies cost per project component and fiscal year over a five-year period. When the CTC approves the RTIP, it becomes part of the STIP.

- ♦ **State Highway Operations and Protection Program (SHOPP) (R)** – The purpose of the SHOPP is to maintain the integrity of the state highway system. Funding for this program is provided through gas tax revenues. Projects are nominated within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project funding determinations are subject to the CTC review. Individual districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans district. SHOPP funds cannot be used for capacity-enhancing projects.

- ◆ **SHOPP Minor Programs (R)** – The “Minor A” Program is a Caltrans discretionary funding program based on annual statewide allocations by district. This program allows some level of discretion to Caltrans district offices in funding projects up to \$1,000,000. The “Minor B” Program funds are used for projects up to \$117,000. The advantage of the program is its streamlined funding process and the local district discretion for decision-making. Funding is locally competitive within each district and limited to the extent of its allocation.

- ◆ **Regional Surface Transportation Program (RSTP) (R)** – Rural counties can currently exchange federal Surface Transportation dollars for State Highway Account (SHA) funds (a process known as “RSTP Exchange”). This is advantageous to RTPAs as federal funds have more stringent requirements such as a 20 percent local match, while state funds do not require any local match. The state also provides additional state funds to the county, as a match to the exchanged federal dollars. Eligible RSTP projects include:
 - Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on Federal Aid Highways (any highways which are not classified as local or rural minor collectors) and bridges (on public roads of all functional classifications)
 - Environmental mitigation for an RSTP project
 - Capital transit projects
 - Carpool projects
 - Highway and transit safety projects
 - Capital and operating costs for traffic monitoring
 - Surface transportation planning programs
 - Transportation enhancement activities
 - Transportation control measures
 - Highway and transit R&D and technology transfer programs

- ◆ **Environmental Enhancement and Mitigation (EEM) Program (C)** –The purpose of the EEM was to offer state-level funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trailheads, parks, and snow parks. The bill which authorizes the Active Transportation Program also appropriates \$7 million from the Environmental Enhancement and Mitigation Program Fund, to the Secretary of the California Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs.

- ◆ **The Active Transportation Program (ATP) (C)** (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) was signed in to law on September 26, 2013. The ATP consolidates existing federal and state transportation programs, including 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. Furthermore, disadvantaged communities must receive at least 25 percent of the program’s funding.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

There is a local match of 11.47 percent except for projects predominately benefiting a disadvantaged community.

- ♦ **Rural Planning Assistance (RPA) (R)** – Formerly called State Subvention funding, this program provides funds to rural RTPAs – on a reimbursement basis – specifically for purposes of transportation planning. Activities and products developed using these funds are governed by an annual Overall Work Program, prepared by the region and approved by Caltrans.
- ♦ **Sustainable Transportation Planning Grant Program** – This grant program was created to support Caltrans’ current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability*. Overarching objectives of this grant program are to ensure consideration of these major efforts in transportation planning, including: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity. There are two separate grant programs: Strategic Partnerships and Sustainable Communities which effectively replace former Environmental Justice, Community-Based Transportation Planning, and Transit Planning grant programs.
 - Strategic Partnerships – Funded through the FHWA, for transportation planning studies of interregional and statewide significance in partnership with Caltrans. Minimum grant award is \$100,000 with a maximum award of \$500,000. RTPAs and MPOs are eligible primary applicants with transit agencies, local governments, tribal governments, universities, and non-profit organizations eligible to apply as a sub-applicant. There is a 20 percent minimum local match. Example transportation planning studies include: corridor studies, transportation demand management strategies, system investment prioritization plans, and studies which identify interregional or statewide mobility and access needs.
 - Sustainable Communities – Funded through FTA Section 5304 and the SHA, to study multimodal transportation issues which assist in achieving Caltrans’ mission and overarching objectives. Primary eligible applicants include: RTPAs, MPOs, transit agencies, local governments, and tribal governments. Non-profit organizations and other public entities are eligible to apply as sub-applicants. Grants are available in amounts of \$50,000 to \$500,000 with a local match of 11.47 percent. Example projects include:

- Studies that advances a community’s effort to reduce transportation related greenhouse gases
- Studies that assist transportation agencies in creating sustainable communities
- Studies that advances a community’s effort to address the impacts of climate change and sea level rise
- Community to school studies or safe routes to school studies or plans
- Jobs and affordable housing proximity studies
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Bike and pedestrian safety enhancement plans
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
- Health equity transportation studies
- Climate change adaptation plans for transportation facilities
- Transit planning surveys and research
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Short-range transit development plans
- Transit marketing plans
- Social service improvement studies
- Student Internships (Only for Rural Agencies)
- Studies that address environmental justice issues in a transportation related context

Grant awards for the FY 2015-16 cycle will be announced Spring 2015.

- ♦ **Fuel Excise Tax Revenues, Highway Users Tax Account (R)** – Roughly 36 percent of the state base excise tax and 44 percent of the price-based fuel excise tax, gas tax swap, (after revenue used to backfill weight fees which have been diverted) are allocated to cities and counties for road projects. Allocation formulas are complex and based on population, proportion of registered vehicles, and proportion of maintained county road miles. These funds can be used for maintenance, new construction, engineering, administration, right of way and other uses.
- ♦ **Vehicle License Fees** – Revenue from motor vehicle license fees are allocated back to local jurisdictions for any purpose.

Local Sources

At present, there are no local dedicated sources available for ongoing transportation costs other than those “passed through” from state or federal programs. The following sources of funding for transportation projects are available to local governments through various means:

- ♦ *Traffic Mitigation Fees* – Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers for the provision of public facilities. In all cases, however, the fees must be clearly related to the costs incurred as a result of the development. Passed to govern the imposition of development fees, AB 1600 requires that a rational connection be made between a fee and the type of development on which the fee is based. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program to pay for regional facilities must have the

cooperation of all jurisdictions in which future growth is expected to take place. Traffic mitigation fees would be difficult to implement in Inyo County, due to (1) the dispersion of development over a wide area, which makes it difficult to allocate specific improvements to a range of developments, and (2) the desire to avoid discouraging development through the imposition of additional fees. In any case, the extreme low level of new development in Inyo County would generate minimal fee revenues.

- ◆ *Development Mitigation Measures/Agreements* – Development mitigation measures are imposed whenever development requires approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements, or dedicating rights-of-way needed as a result of the proposed development. As with impact fees, developer mitigations are not generally available to fund on-going transportation maintenance and operations costs. Further, this funding source is improbable and insignificant in Inyo County.

TRANSIT IMPROVEMENT FUNDING

A wide range of potential transit funding sources is available, particularly within California. The following discussion provides an overview of these programs.

Federal Funding Sources

The following are discussions of federal transit funding programs available to rural areas:

- ◆ **FTA Capital Program Section 5339 Bus and Bus Facilities Grants (C)** – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.
- ◆ **FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (C)** – This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This program consolidates the old New Freedom Program with the Elderly and Disabled Program. Grants are available for both capital (20 percent local match) and operating purposes (50% local match) to areas with less than 200,000 in population. Projects to be funded with FTA 5310 funds must be derived from a Coordinated Public Transit Human Services Transportation Plan.
- ◆ **FTA Section 5311 Public Transportation for Rural Areas (R)** – Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311 Nonurbanized Area Formula Program. In California, an 11.47 percent local match is required for capital programs and a 44.67 percent match for operating expenditures. These funds, administered by Caltrans, are segmented into “apportioned” and “discretionary” programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. Statewide, nearly \$25.7 million is available.
- ◆ **Rural Transit Assistance Program (RTAP) (R)** – The RTAP (49 USC. 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 non-urbanized areas. RTAP has both state and national program components. The state program provides an annual

allocation to each state to develop and implement training and technical assistance programs in conjunction with the state's administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest. There is no federal requirement for a local match. Under MAP-21 RTAP is funded with a two percent set-aside of the Section 5311 appropriation, as was previously the case.

State Funding Sources

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF), which began in 1972, and the State Transit Assistance (STA) fund, established in 1980.

- ♦ **Local Transportation Fund (R)** – The major portion of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. The LTF may be allocated by the ICLTC for the following prioritized purposes:
 - Whatever reasonable amount is needed by the ICLTC for TDA administration.
 - Two percent of the remaining amount may be provided for pedestrian and/or bicycle facilities.
 - Up to five percent of remaining funds may be allocated for coordinated community transit services.
 - The remaining funds must be spent for transit and paratransit purposes, unless the Transportation Commission finds that either no unmet transit needs, or that unmet needs cannot be reasonably met.
 - If there are no reasonable-to-meet unmet transit needs, remaining funds may be allocated to local streets and roads to jurisdictions based on population.
- ♦ **State Transit Assistance** – In addition to LTF funding, the TDA includes a STA funding mechanism. The sales tax on gasoline is used to reimburse the state coffers for the impacts of the one-fourth cent sales tax used for LTF. Any remaining funds (or spillover) are available to the counties for local transportation purposes. The ICLTC allocates STA funds to eligible transit claimants.
- ♦ **The Low Carbon Transit Operations Program (LCTOP)** - This 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. Eligible projects include new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, as long as each project reduces greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. This new program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO).

AVIATION

Funding Sources

- ♦ **Federal Airport Improvement Program (AIP)** – The AIP provides 90 percent federal funding (requiring a 10 percent local and state match) for public use airports that are part of the National Plan of Integrated Airport Systems (NPIAS). Available for most capital expenditures, this funding program must be approved annually by Congress. In recent years it has experienced major funding reductions. AIP funds are derived from user charges such as aviation fuel tax, civil aircraft tax, and air passenger fare surcharges. The Bishop Airport and Lone Pine Airport are on the NPIAS.
- ♦ **State of California Airport Grants** – The California Division of Aeronautics makes grant funds available for airport development and operations. Three types of state financial aid to publicly owned airports are available.
 - Annual grants for up to \$10,000 per airport per year. These funds can be used for a variety of purposes from runway reconstruction, obstruction removal to radios.
 - Acquisition and Development (A&D) Grants provide funds for the cost of qualified airport developments on a matching basis, to the extent that state funds are available. Grant amounts can range from a minimum of \$20,000 to a maximum of \$500,000. The local match requirement is set annually by the CTC and can vary from 10 to 50 percent of total project costs. A&D grants cannot be used as a local match for FAA grants. A&D projects must be listed in the CIP and A&D grants are available to both NPIAS and non NPIAS airports. The amount available for A&D grants is what is left in the Aeronautics Account after funding State Operations, Annual Grants and AIP Matching.
 - Local Airport Loan Program This program provides discretionary low interest State loans to eligible airports for projects that enhance an airport's ability to provide general aviation services (hangars, terminals, utilities, fueling facilities, A&D-eligible projects, etc.). A loan may also provide the local share for an AIP grant. Such a loan can be used in conjunction with a State-funded AIP Matching grant. The maximum term of a loan is 17 years.

Funding for airport improvements is limited. At the state level excise taxes on AVGAS and General Aviation jet fuel are the only source of revenue for the Division of Aeronautics. Funding currently available represents a 25 percent decrease from historical levels. There is little revenue from aircraft fees in Inyo County to fund all maintenance needs and necessary improvements for substandard airport facilities, which makes state and federal grants and loans difficult to obtain.

PROJECTED REVENUES

Projecting revenues and expenditures over a 20-year horizon is difficult, in that funding levels can dramatically fluctuate or be eliminated by legislation and policy changes. In addition, many projects are eligible for discretionary funds, which are nearly impossible to forecast as discretionary funds are allocated through a competitive grant process.

The 2014 STIP Fund Estimate projects new programming STIP capacity of \$1.262 billion. It should be noted that programming capacity does not represent cash. It represents the level of programming commitments that the California Transportation Commission (CTC) may make to projects for each year within the STIP period. With the elimination of the Transportation Enhancement (TE) fund program, the STIP is overprogrammed for the three year period between FY 2014-15 and FY 2016-17. Much of the

overprogrammed or under-funded amount will be resolved through schedule adjustments and elimination of TE projects unless they are eligible for SHA funds. However, some projects will need to be delayed.

Roughly \$7.3 billion in new SHOPP programming capacity is estimated for the two year fund estimate. However, there is still a projected shortfall in SHOPP funding and therefore there will be delays in project programming.

Recurring regional transportation revenues were projected over the next 20 years, as shown in Table 28. As referenced in the *RTP Guidelines* and required in Government Code Section 65080(b)(4)(A), STIP revenues projections over the first four years of the planning period are consistent with the 2014 STIP Fund Estimate. Although the base excise tax on motor fuel has remained the same over the past 20 years or so, vehicles have become more fuel efficient. Adding inflation in to the equation, fuel tax revenues have been slowly decreasing over time. Therefore, transportation funding sources which are dependent on fuel tax revenues such as STIP and SHOPP are only assumed to increase by one percent annually over the long term planning period. On a federal level, this RTP assumes that MAP-21 will be authorized at apportionment levels similar to previous years.

A total of \$429 million in recurring transportation revenue is anticipated to be available over the 20 year planning period for transportation projects. As many funding sources for bicycle and pedestrian projects such as ATP funds are discretionary and difficult to predict, these are not included in the projections.

Revenue to Expenditure Comparison

Table 29 compares projected revenues to expenditures for Inyo regional roadway/bridge and STIP funded bicycle/pedestrian improvements which are anticipated to be funded with recurring revenue sources. Projects to be funded with competitive revenues sources such as ATP and FLAP are not included in the table. As shown, Inyo County capital improvement projects are financially constrained over the twenty year planning period with a surplus available for top priority projects for which costs estimates have not yet been identified. However, including financially unconstrained projects there is a deficit of around \$147 million. Table 29 depicts a general picture of the level of transportation expenditures that are financially feasible in the next twenty years. Specific implementation dates for projects will depend on actual revenue available. Additionally some competitive grant funding may be available. The Inyo region will continue to plan and program transportation projects which are consistent with the goals, policies and objectives in the Policy Element.

Operations and Maintenance Costs

In addition to ensuring that the implementation of new or reconstructed transportation facilities identified in this RTP are financially constrained, it is also important to consider if there will be sufficient funds over the planning period to operate and maintain the facilities once constructed. Funds for roadway operation and maintenance stem from a variety of sources depending on the operator of the facility. SHOPP funds can be used to maintain the state highways. Gas tax funds are used to maintain roadways at the county and city level. Table 28 shows projections for transportation planning, operations and maintenance. These revenue projections are based on historical funding levels. As the majority of roadway projects in this RTP represent reconstruction of existing facilities and therefore not increase the roadways operations and maintenance budgets significantly, it is estimated that there will be sufficient revenue over the RTP planning period to operate and maintain roadways.

Transit Projects

It is anticipated that planned ESTA vehicle replacements will occur beginning in FY 2017-18 and will be funded with STIP and FTA funds. The new operations and maintenance facility will be funded in the mid and long planning periods with PTMISEA and FTA funds.

Non-Motorized Facility Projects

A variety of funding sources are available for non-motorized facility projects: ATP, STIP, RSTP, and TDA. In the interest of complete streets, many STIP funded roadway rehabilitation projects will include the construction of safer non-motorized facilities such as sidewalks or striped bike lanes. TDA funding is primarily used to finance transit operations. ATP is a new state competitive funding source which could be used to fund top priority projects. Overall, there is insufficient funding available to implement all identified bicycle and pedestrian improvement projects over the life of this RTP. Therefore, a good strategy for non-motorized facility projects is to continue to incorporate improvements to non-motorized facilities into roadway rehabilitation projects.

Aviation Capital Improvement Projects

Table 26 presents top priority airport capital improvements to be funded as part of the competitive FAA Airport Improvement Program (AIP). Local match will be derived from state CAAP annual grants and loans. Projects will be implemented as funding becomes available.

Table 28: RTP Forecast Revenue Summary

All Figures in 1000s, adjusted annually for inflation

Funding Source/Program	FY 14/15	Fiscal Years				Total
		15/16-19/20	20-21-24/25	25/26-29/30	30/31-35/36	
Recurring Roadway and Bridge Capital Revenues						
STIP ⁽¹⁾	\$7,750	\$54,180	\$17,639	\$18,175	\$19,103	\$116,847
ITIP	\$6,620	\$37,400	\$0	\$0	\$0	\$44,020
SHOPP/Minor ⁽²⁾	\$0	\$17,330	\$0	\$8,928	\$9,384	\$35,642
HBP/Toll Credits ⁽³⁾	\$0	\$14,066	\$4,546	\$17,352	\$19,776	\$55,740
Regional Surface Transportation Program (RSTP) ⁽⁴⁾	\$773	\$3,865	\$3,983	\$4,186	\$4,399	\$17,205
<i>Subtotal</i>	\$15,143	\$126,841	\$26,168	\$48,641	\$52,662	\$269,455
Competitive Roadway Transportation Funding						
Highway Safety Improvement Program (HSIP)		Discretionary and competitive. Difficult to project				
Federal Land Highway Program (FLAP) ⁽⁵⁾	\$0	\$0	\$8,313	\$0	\$0	\$8,313
<i>Subtotal</i>	\$0	\$0	\$8,313	\$0	\$0	\$8,313
Transportation Planning, Operations and Maintenance Revenues						
STIP PPM ⁽¹⁾	\$200	\$1,000	\$1,000	\$1,030	\$1,083	\$4,313
Highway Users Tax (Gas) ⁽⁴⁾	\$3,853	\$19,265	\$19,654	\$20,657	\$21,710	\$85,139
Interest ,Road Permits, Miscellaneous ⁽⁴⁾	\$35	\$175	\$189	\$216	\$246	\$861
City of Bishop Gas Tax Fund ⁽⁶⁾	\$101	\$506	\$521	\$548	\$576	\$2,252
S1608/HR2389 (Forest Reserves) ⁽⁴⁾	\$200	\$1,000	\$1,000	\$1,000	\$1,000	\$4,200
<i>Subtotal</i>	\$4,389	\$21,946	\$22,365	\$23,451	\$24,615	\$96,767
Bicycle and Pedestrian Revenues						
STIP ⁽¹⁾	\$1,300	\$836	\$1,780	\$1,834	\$1,928	\$7,678
ATP		Discretionary and competitive. Difficult to project				
<i>Subtotal</i>	\$1,300	\$836	\$1,780	\$1,834	\$1,928	\$7,678
Aviation Capital Revenues						
State CAAP ⁽⁷⁾	\$40	\$15,705	\$200	\$200	\$200	\$16,345
<i>Subtotal</i>	\$40	\$15,705	\$200	\$200	\$200	\$16,345
Transit Capital and Operating Revenues ⁽⁸⁾						
State Transportation Development Act (TDA) Funds	\$1,200	\$6,000	\$6,494	\$7,402	\$8,436	\$29,531
Federal Transit Administration Funds	\$405	\$2,025	\$2,192	\$2,498	\$2,847	\$9,967
<i>Subtotal</i>	\$1,605	\$8,025	\$8,686	\$9,900	\$11,283	\$39,498
Total	\$22,477	\$173,353	\$59,199	\$84,026	\$90,687	\$429,743

Note 1: Short-term based on 2014 Summary of STIP County Shares (Orange Book). Most short-term funding has been allocated to funded projects in Table 17 and 23. An additional \$1 million per FY is assumed over the short-term for small projects. Mid-term based on 2014 STIP Fund Estimate Max Share through 19-20. A 1.0 percent growth rate is assumed from FY 25/26 forward.

Note 2: Based on financially constrained SHOPP 10-Year Plan. FY 25/26 forward based on average anticipated funding from previous 10 years and increased by 1.0 percent annually.

Note 3: Based on short-term project lists. Long-term projections assume a 2.65 percent growth rate to keep pace with inflation.

Note 4: Based on Inyo County FY 14-15 Budget. Mid-term and long-term projections assume a 1 percent annual growth rate of fuel tax revenues and flat growth for Forest Reserves and annual inflation rate for other sources.

Note 5: Based on project lists. FLAP is a discretionary funding source. Additional funds may potentially be available for future projects.

Note 6: Based on City of Bishop Preliminary FY 15-16 Budget. Mid-term and long-term projections assume a 1 percent annual growth rate of fuel tax revenues.

Note 7: Assumed annual CAAP grant of \$10K per year for four Inyo County Airports and funding for short-term project lists.

Note 8: Short-term projections based on ESTA FY 2013-14 Annual Report. Mid-term and long term increased by assumed inflation rate.

Table 29: Regional Roadway/Bridge and STIP Funded Bicycle/Pedestrian Capital Improvement Revenue to Expenditure Comparison

Recurring Revenue Funded Projects

All Figures in 1000s, adjusted annually for inflation

Program	Fiscal Years				Total
	15/16-19/20	20-21-24/25	25/26-29/30	30/31-35/36	
2014 RTIP					
Priority 1 STIP Regional Programmed Project - Costs	\$84,532	--	--	--	
Priority 1 STIP Regional Programmed Project - Revenues	\$84,532	--	--	--	
Balance	\$0				
Non-Programmed Roadway and Bridge Revenues	\$43,145	\$27,948	\$50,476	\$54,589	\$176,158
Estimated Expenditures⁽¹⁾					
SHOPP Projects	\$17,330	\$0	\$0	\$0	\$17,330
STIP Regional Projects (Priority 2 and 3)	\$19,942	\$19,942	\$24,439	\$24,439	\$88,762
HBP Bridge Projects (Priority 1, 2 and 3)	\$14,066	\$4,546	\$16,872	\$16,872	\$52,357
Total Expenditures	\$51,338	\$24,488	\$41,312	\$41,312	\$158,449
Balance: Constrained Projects	-\$8,193	-\$4,733	\$4,431	\$17,708	\$17,708
Regional STIP Unconstrained Projects					\$165,333
Balance: Including Unconstrained Projects					-\$147,624

Note 1: Does not include projects with unknown costs or projects funded with discretionary funding sources.

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Appendix A

Acronyms

**INYO COUNTY RTP
COMMONLY USED ACRONYMS**

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ADT	Average Daily Traffic
AIP	Airport Improvement Program
BTA	Bicycle Transportation Account
CAAP	California Aid to Airports Program
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCTV	Closed Circuit Television Cameras
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CONST	Construction
CTC	California Transportation Commission
DOT	Department of Transportation
DRU	Demographic Research Unit
EDD	Employment Development Department
EEM	Environment Enhancement and Mitigation Program
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
E&P	Environmental Documents and Permits
ER	Emergency Relief Program
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency

FH	Federal Highway
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
HAR	Highway Advisory Radio
HBP	Highway Bridge Program
HES	Hazard Elimination Safety
HSIP	Highway Safety Improvement Program
ICASP	Interregional California Aviation System Plan
ICLTC	Inyo County Local Transportation Commission
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
ITSP	Interregional Transportation Strategic Plan
ITIP	Interregional Transportation Implementation Plan
LOS	Level of Service
LTF	Local Transportation Fund
MAP – 21	Moving Ahead for Progress in the 21 st Century
MOU	Memorandum of Understanding
NEPA	National Environmental Policy Act
NPIAS	National Plan of Integrated Airport Systems
O&M	Operations and Maintenance
OWP	Overall Work Program
PM	Post Mile
PUC	Public Utilities Code

PS&E	Plans, Specifications and Estimates
PSP	Pedestrian Safety Program
RIP	Regional Improvement Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWIS	Road and Weather Information Systems
SAFETEA – LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SR	State Route
SR2S	Safe Routes To Schools
STA	State Transit Assistance
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TA	Transportation Alternatives
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TE	Transportation Enhancement
TSM	Transportation System Management
VMT	Vehicle Miles Traveled

**Plans, Statutes, and Program Relationships
under
State and Federal Legislation**

Plans

Regional Transportation Plans (RTP): Developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Agencies (RTPAs) to provide a comprehensive view of the transportation problems of a region and recommended solutions. RTPs have a minimum of a 20-year horizon period and are required by State and Federal law. For MPO RTPs, all projects in the FTIP must be consistent with the RTP. In air quality nonattainment areas, RTPs must conform to the State Implementation Plan.

California Transportation Plan (CTP): The CTP is developed by Caltrans and submitted to the Governor. It includes a policy element describing state transportation policies and system performance objectives, a strategies element incorporating broad system concepts and strategies partially synthesized from RTP, and a recommendations element that includes economic forecasts and recommendations to the Legislature and Governor.

California Aviation System Plan (CASP): Prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional aviation system planning on a statewide basis.

Interregional Transportation Strategic Plan (ITSP): Describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP).

Statutes

National Environmental Protection Act (NEPA): 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.

California Environmental Quality Act (CEQA): A state-mandated process in which the environmental effects associated with the implementation of a "project" is fully disclosed.

Programs

Regional Transportation Improvement Program (RTIP): A four-year list of proposed transportation projects submitted to the California Transportation commission by the RTPAs. Some RTIP projects may have federal funding components in which case they will also appear in the FTIP once they have been selected for the STIP (see below).

State Transportation Improvement Program (STIP): A four-year list of transportation projects proposed in RTIPs and PSTIPs, which are approved by the California Transportation commission. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operations and Protection Program (SHOPP): A program including projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvement's. Traffic Systems Management Program: A program of projects (e.g., re-striping, metering, HOV, ridesharing, flexible work schedules, etc.) for better system utilization and operational efficiency.

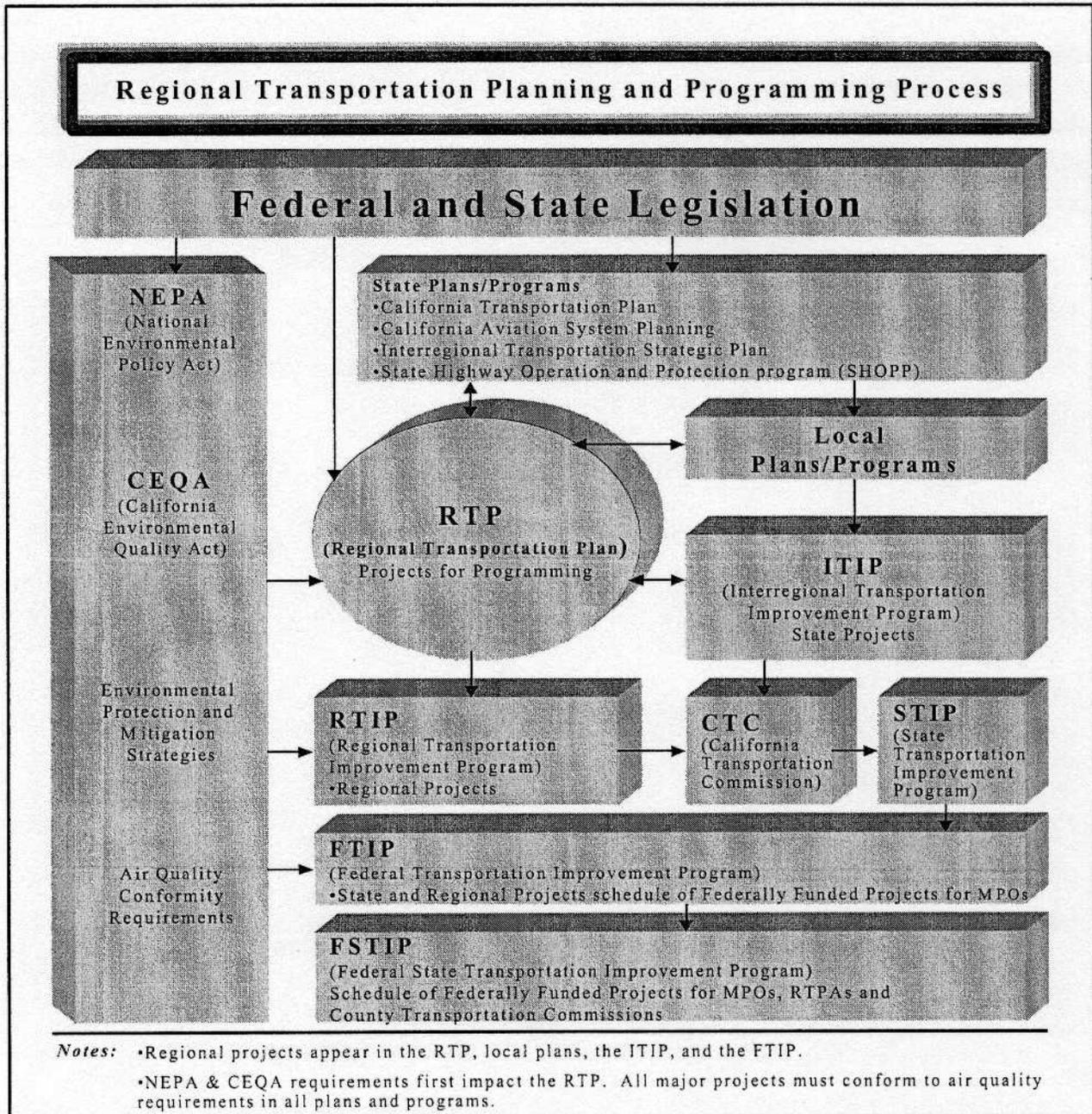
Federal Transportation Improvement Program (FTIP): A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding. In are quality nonattainment areas the plan must conform to a State Implementation Plan.

Federal State Transportation Improvement Program (FSTIP): A three year list of transportation projects proposed for funding developed by the State in cooperation with MPOs and in consultation with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.

Interregional Transportation Improvement Program (ITIP, formerly known as PSTIP): 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 four-year planning horizon and is updated every two years by the CTC.

Regional Transportation Planning and Programming Flow Chart

The Regional Transportation Planning and Programming Process is a complex, cooperative process that includes all levels of Government with the opportunity for input from all stakeholders at each level. The following diagram shows the flow of legislation from planning to project development. Following the diagram is a glossary providing a narrative of the diagram components.



Appendix C
Public Involvement Procedures

INTRODUCTION

The Inyo County Local Transportation Commission (LTC) serves as the Regional Transportation Planning Authority (RTPA) and is responsible for deciding transportation policies and adopting transportation plans and programs to carry out these policies in Inyo County. The California Transportation Commission Regional Transportation Planning Guidelines (September 2007) require that each RTPA have a transportation planning process that includes a public involvement program. The public involvement program is intended to provide reasonable opportunity for citizens, private and public transit, freight operators, tribal governments, and other interested parties to participate early in the RTP development process. The Public Involvement Procedures document contains the LTCs' policies and implementation measures to strengthen public participation in the Inyo County RTP update process.

RELEVANT REGULATION AND STATUTES

The public involvement procedures for the Inyo County RTP stem from the following regulations and/or statutes:

- **ISTEA/TEA 21** – Public involvement in the transportation planning process took on an increased emphasis when Congress passed the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Federal regulations to implement ISTEA called for a proactive public involvement process. The process must respond not only to the requirements of ISTEA, but also those of related federal acts, such as the Clean Air Act and the Americans with Disabilities Act.

The Transportation Equity Act for the 21st Century (TEA-21) succeeded ISTEA after September 30, 1997. TEA-21 is the federal legislation that authorizes a balance of federal highway, highway safety, transit, and other surface transportation program. TEA- 21 builds on the initiatives established in ISTEA including the necessity for enhanced Public Involvement Procedures.

- **The Brown Act** (Government Code Sections 54950-54962) – The Brown Act governs the meetings and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body created by a governing board, whether permanent or temporary, whether decision making or advisory.

The Brown Act sets minimum standards for open meetings and public access to them, location of meetings, posting notice, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public testimony. The Inyo County LTC and its standing committees all adhere to Brown Act requirements including proper notice, access, and the ability to address the LTC and its committees.

- **Americans with Disabilities (ADA)** – The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of transportation services. All events held for programs or projects with federal aid that are open to the general public must be made accessible to everyone, including the disabled.

The LTC is in compliance with the ADA by having accessible formats, public meetings and public hearings. The LTC also consults with individuals from the disabled community and by including representatives from or for the disabled and transportation disadvantaged on its standing committees.

- **Title VI and Environmental Justice (EJ)** – Title VI requires each federal agency to ensure that no person is excluded from participation, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, sub recipients and contractors whether those programs and activities are federally funded or not.

On February 11, 1994, the President of the United States signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low- Income Populations. The Executive Order

requires that each Federal agency administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations.

In April 1997, the U.S. Department of Transportation (DOT) issued the DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations. The Order generally describes the process for incorporating environmental justice principles into all DOT existing programs, policies and activities.

In December 1998, the Federal Highway Administration (FHWA) issued FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations that requires the FHWA to implement the principles of the DOT Order 5610.2 and E.O. 12898 by incorporating environmental justice principles in all FHWA programs, policies and activities.

The FHWA and the Federal Transit Administration (FTA) issued a memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning on October 7, 1999. The memorandum provides clarification for field offices on how to ensure that environmental justice is considered during current and future planning certification reviews. The Federal Highway Administration considers three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

As the RTPA serving Inyo County, the LTC implements and integrates the principles of environmental justice into its transportation planning process. The LTC uses census information, special studies and public input to determine whether a particular population of people is receiving an inordinate number of government funded projects that negatively impact their neighborhoods and/or communities. Outreach activities included in the LTCs’ Public Involvement Procedures include provisions for additional public notification such as radio, display ads, and workshops.

Native Americans are also protected under Title VI and Environmental Justice laws and outreach efforts to the Tribes are an integral part of the RTP update and public involvement process. Indian Tribal Governments must be consulted with and their interests considered during the development of RTPs and RTIPs. The officially recognized tribal governments in Inyo County are listed in Table A-1.

Inyo County Officially Recognized Tribal Governments/Governing Bodies		
Big Pine Paiute Tribe	(760) 938-2003	P.O. Box 700, Big Pine, CA
Bishop Paiute Tribe	(760) 873-3584	50 Tu Su Lane, Bishop, CA
Fort Independence Tribe	(760) 878-5160	P. O. Box 67, Independence, CA
Lone Pine Paiute-Shoshone Reservation	(760) 876-1034	P.O. Box 747, Lone Pine, CA
Timbisha Shoshone Tribe	(760) 872-3614	PO Box 1779, 621 West Line Street, Suite 109, Bishop, CA
Source: Caltrans		

- SAFETEA-LU – SAFETEA-LU requires that each RTPA provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private transportation providers, representatives of public transportation users, representatives of pedestrian walkways and bicycle transportation facilities users, representatives of the disabled, and other interested parties with a “reasonable opportunity” to comment on the RTP. The public participation plan must be developed prior to updating the RTP and Federal Transportation improvement Plan (FTIP) and must provide for input from the stakeholders during its preparation (Title 23 CFR 450.316).

PUBLIC PARTICIPATION REQUIREMENTS - GENERAL PRINCIPLES

The public participation program and process for Inyo County is proactive and does provide for timely public notice, full public access to key decisions, and continuing involvement of the public in developing the RTP. The following are the key program requirements and criteria included in the LTC public involvement procedures.

- **Timely Information:** Information about RTP issues and the update process will be provided to citizens, affected public agencies, interested parties and segments of the community affected by the RTP through public announcements, meeting agendas, and the Inyo LTC website. The information will be provided in a timely manner so that the public can participate in the decision process.
- **Public Access:** The public will be afforded reasonable public access to technical and policy information used in the development of the RTP. Reasonable is defined as “during normal business hours” and/or during regular meetings of the LTC and its standing committees.
- **Public Notice:** Adequate public notice of public involvement activities and time for public review and comment at key decision points will be provided, including, but not limited to, approval of RTP policies and objectives, transportation project lists, and air quality conformity. Note: Because Inyo County is classified as a non-attainment area for particulate matter (PM10) the comment period shall be at least 30 days.
- **Consideration of Public Input:** Inyo County will demonstrate explicit consideration and response to public input received during the planning and program development process by documenting public comments and suggestions.
- **Participation by Underserved Groups:** The County will make a special effort to target RTP outreach activities to low-income and minority households, and tribal governments through mailings and public service announcements. A contact list of individuals and groups that serve these underserved groups will be maintained.

- Open Meetings: All LTC meetings are open to the public, and agendas are mailed to interested parties and are posted. All LTC Board meetings and advisory committee meetings include opportunities for public participation on agenda and non-agenda items.
- Public Hearings: Public hearings will be held as required for adoption of the RTP and/or supporting documents.

LTC POLICY AND DECISION MAKING BODIES

The LTC appoints the Social Services Transportation Advisory Council (SSTAC) as an advisory body. The Policy Advisory Committee, Technical Advisory Committee, and the Citizens Advisory Committee were taken out of the By-Laws in 2004. Article II, Section 1 of the By-Laws was revised to read, "The ICLTC may appoint additional ad hoc committees for special purposes from time to time as it may deem necessary."

The primary policy and decision-making body for transportation planning in Inyo County is the Inyo County LTC. The LTC comprises three members appointed by the Inyo County Board of Supervisors and three members appointed by the Bishop City Council. When required, the LTC may appoint additional ad hoc committees for special purposes from time to time as it may deem necessary.

LTC ADVISORY BODIES

The LTC appoints the Social Services Transit Advisory Council (SSTAC) as an advisory body.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC is an advisory committee to the LTC on matters pertaining to the transportation needs of transit dependent and transportation disadvantaged persons. The SSTAC input shall be considered in and made an integral part of the LTCs' annual "unmet transit needs" hearing and findings process. The SSTAC advises the RTPA on major social and transportation issues. The composition of the SSTAC, the terms of SSTAC appointments, and specific responsibilities of the SSTAC are found in the Public Utilities Code. The SSTAC consists of the following:

- A representative of potential transit users who are 60 years of age or older
- A representative of potential transit users who are handicapped
- Two representatives of the local social service providers for seniors
- Two representatives of the local social service providers for the handicapped
- A representative of a local service provider for persons of limited means
- Two representative from the local Consolidated Transportation Service Agency

PUBLIC MEETING INFORMATION

The dates and times for the various commission meetings in Inyo County are listed below. The public is invited to attend any and all commission meetings. When the commission agenda includes an RTP issue or decision, the public will be afforded the opportunity to provide their input consistent with commission rules and time limits established by the Commission Chair.

The LTC meets on the third Wednesday of every month. ICLTC meetings are usually convened at 9:00 AM at the City of Bishop Council Chambers, Bishop, California; except, the meetings convened in the first month of each quarter (January, April, July and October) which are scheduled to be conducted in Independence or other locations in a southerly community in the County. The SSTAC meets at a minimum of once a year prior to the first LTC unmet transit needs hearing and otherwise on an ad hoc basis.

INYO COUNTY LTC PUBLIC INVOLVEMENT POLICIES AND IMPLEMENTATION PROGRAM

The following policies and procedures will guide the Inyo County Regional Transportation Plan Update process.

Policies:

1. The LTC is a “public service” agency which supports an “open door” policy with respect to public involvement and access. The LTC office is open for public visitation during normal business hours and normal business days. Citizens are encouraged to visit the LTC offices and ask questions, make suggestions, or express concerns regarding the RTP, programs and projects. All citizens will be treated in a courteous and professional manner by LTC staff.
2. The LTC supports an “open file” policy wherein all documents in the LTC office are subject to public review except those that are deemed confidential as they relate to employee or personnel matters and/or flagged by LTCs’ legal counsel as “not for public review”. All LTC public documents that are requested for public review shall be viewed in the presence of a LTC staff member. No original LTC documents or files should leave the LTC office. LTC may recover actual costs for providing copies of file documents per public request. Loaner copies of LTC publications or library documents may be charged the cost to produce the publication or document that is requested.
3. No person shall be denied participation in LTC meetings and activities unless specific instruction to the contrary is provided by LTC legal counsel.
4. All LTC meetings will be held in ADA compliant facilities.
5. Any member of the public may request an item on the LTC agenda for consideration. Such items should be presented to the LTC Executive Director no later than one week prior to the respective LTC meeting date. The LTC generally meets on the 3rd Wednesday of each month.
6. At the beginning of every LTC meeting, an agenda item shall be reserved for “public comment”. The purpose of the “public comment” agenda item is to allow any member of the public to address the LTC on any subject. The time allotted may be limited to 5 minutes or less at the discretion of the LTC Chair. Because no LTC decisions can be made on any item not specified on the agenda, public matters not on the agenda that require a decision may be put on the agenda for decision at a future LTC meeting.
7. Any “public hearing” scheduled by the LTC will require public notice regardless of whether it is a regular LTC meeting time and place or not. All notices of public meetings or hearings will include the following:
 - Date, time, and place of public meeting/hearing
 - General description of the matter to be considered
8. LTC staff will maintain a mailing list of interested persons who desire to be kept informed about progress on the RTP and its related documents. LTC staff will provide progress reports and other relevant documents to persons on the mailing list to keep them informed about the project(s) of concern.
9. When feasible, direct mail, the internet, public announcements to local television and radio stations and flyers will be used to encourage involvement of the under-served and transit dependent citizens in the development of RTP projects and RTP workshops.
10. The LTC will provide news releases or communicate with reporters working for local newspapers, radio stations, or television in the effort to provide public information and insight about LTC plans, programs, or projects.

Public Involvement Implementation Measures:

- Disposition - Public written comments and/or oral comments that are received on the draft RTP and its various elements through the public involvement process, and that are deemed to be significant by the LTC, will be summarized as to their content and disposition in the Final RTP.

- **Public Workshops** – It is vital that the public has the opportunity to participate early in the planning stages for development of the RTP. Their input will be used as a review of proposed RTP projects and programs, and to suggest new projects and/or programs that have not been discussed before. The best venue to receive public input will be at commission meetings that are held monthly in the County. County Staff will schedule a standing item on upcoming commission agendas that discusses background information on the RTP process including a review of County transportation issues, proposed solutions, and financial constraints. Normal procedures for notifying the public about the time and location of commission meetings will be followed.
- **Other Relevant Public Involvement Measures** – The LTC will continue to comply with all State and Federal requirements regarding public participation, including those not explicitly provided for in this document. The LTC will periodically review the public involvement procedures and implementation measures relative to their effectiveness in assuring that the process provides full and open access to all citizens of Inyo County. When needed, the public involvement procedures will be updated or revised.

Persons Contacted

PERSONS/AGENCIES CONTACTED

Bishop Paiute Tribe
Brian Adkins

Fort Independence Tribe
Israel
J. Bowden

Lone Pine Paiute – Shoshone Tribe
M. Hess

Timbisha Shoshone Tribe
George

Native American Heritage Commission

Inyo County Office of Education
Terry McAteer
Pamela Jones
Karen Marshall
Dan Moore
Barry Simpson
Randy Cook
Jim Copeland
Shari Valdon

US Forest Service
Marty Hornick

Bureau of Land Management
Becca Brooke

Death Valley National Park
Jonathon Penman-Brotzman

Los Angeles Department of Water and
Power
Don McGhie

California Department of Fish and Wildlife
Rose Banks

Lahonton Water Quality Control Board
Laurie Kemper

Great Basin Unified Air Pollution Control
District
Jan Sudomier

Inyo County Local Transportation
Commission
Clint Quilter
Courtney Smith

Inyo County
Joshua Hart

City of Bishop
David Grah
Deston Dishion
Gary Schley

Caltrans District 9
David Bloom
Ryan Dermody

Mono County Local Transportation
Scott Burns

Kern Council of Governments
Bob Snoddy

San Bernardino Associated Governments
Steve Smith

Nye County
David Fanning

Eastern Sierra Transit Authority
John Helm

Eastern Sierra Area Agency for the Aging
Jean Turner

Inyo Mono Association for the Handicapped
Beth Himelhoch

Aero Cycles
Brian

Adventure Trails System of the Eastern
Sierra, LLC

Randy Gellespie
Dick Noles

Eastern Sierra Shuttle Service
Bob Ennis

FW Aggregates

Crystal Geysers
Said Bergeum

Correspondence

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]

Sent: Monday, December 08, 2014 5:46 PM

To: Wildlife R6 Ask Region 6

Subject: Inyo County Regional Transportation Plan Update

Hello-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Inyo County Regional Transportation Plan (RTP). The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Inyo County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input CA Fish and Game may have regarding the effect of transportation related improvements on fish and game in Inyo County. I've attached a more formal letter requesting input. Please let me know if there is someone else I should contact.

Feel free to call me with questions.

Genevieve Evans, AICP
Planner



LSC Transportation Consultants, Inc.

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2690 Lake Forest Road, Suite C
Tahoe City, California 96145
530-583-4053
genevieve@lsctahoe.com
www.lsctrans.com



**TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS**

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December 8, 2014

California Department of Fish and Wildlife
407 West Line Street, Rm 1
Bishop, CA 93514
(760) 872-1171

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2015 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Inyo County. For reference, here is a link to the current 2009 RTP: <http://www.inyoltc.org/rtp.html>

Once the Public Draft 2015 Inyo County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.

genevieve@lsctahoe.com

From: Banks, Rose@Wildlife <Rose.Banks@wildlife.ca.gov>
Sent: Wednesday, December 17, 2014 10:13 AM
To: genevieve@lsctahoe.com
Subject: RE: Inyo County Regional Transportation Plan Update

Hi Genevieve,

I will be your contact for this project and will be happy to provide input. Can you tell me a little more specifically what you are looking for at this point in the process? It may be helpful for me to have the 2009 CEQA document (Appendix 6A) for reference.

Thank you,

Rose Banks
Environmental Scientist
California Department of Fish and Wildlife—Inland Deserts Region
407 West Line Street
Bishop, CA 93514
(760) 873-4412
Rose.Banks@wildlife.ca.gov

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Monday, December 08, 2014 5:46 PM
To: Wildlife R6 Ask Region 6
Subject: Inyo County Regional Transportation Plan Update

Hello-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Inyo County Regional Transportation Plan (RTP). The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Inyo County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input CA Fish and Game may have regarding the effect of transportation related improvements on fish and game in Inyo County. I've attached a more formal letter requesting input. Please let me know if there is someone else I should contact.

Feel free to call me with questions.

Genevieve Evans, AICP
Planner

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Wednesday, December 17, 2014 2:50 PM
To: 'Banks, Rose@Wildlife'
Subject: RE: Inyo County Regional Transportation Plan Update
Attachments: Inyo RTP CEQA Initial Study Checklist.doc; nocompl.pdf; NoEffectInyoCoRTP.pdf

Rose-

Thank you for your response. At this point we just want to make sure that your agency is “in the loop” and that our plan is not inconsistent with any Fish and Wildlife Plans. The Regional Transportation Plan is broad in scope and each project identified in Appendix 4 of the 2009 RTP will undergo separate environmental review prior to construction. However, if your agency has any comments on the “big picture” transportation vision for Inyo County as identified in the old plan, we would be interested. We also would be interested in any mitigation practices for transportation improvement projects that Fish and Wildlife feels are important.

I attached environmental documents from the 2009 RTP for your review. We will also notify you after a Public Draft 2015 RTP has been completed.

Feel free to call me with any questions.

Genevieve Evans, AICP
Planner
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Rd
Tahoe City, CA 96145
530-583-4053
Fax: 530-583-5966
www.lsctahoe.com

From: Banks, Rose@Wildlife [<mailto:Rose.Banks@wildlife.ca.gov>]
Sent: Wednesday, December 17, 2014 10:13 AM
To: genevieve@lsctahoe.com
Subject: RE: Inyo County Regional Transportation Plan Update

Hi Genevieve,

I will be your contact for this project and will be happy to provide input. Can you tell me a little more specifically what you are looking for at this point in the process? It may be helpful for me to have the 2009 CEQA document (Appendix 6A) for reference.

Thank you,

Rose Banks
Environmental Scientist
California Department of Fish and Wildlife—Inland Deserts Region
407 West Line Street
Bishop, CA 93514
(760) 873-4412
Rose.Banks@wildlife.ca.gov



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info@lscatahoe.com

December 9, 2014

Nye County
David Fanning
Director of Public Works
101 Radar Road
Tonopah, NV 89049

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Fanning:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact Nye County?
2. What do you see as the major economic and demographic factors in Nye County that can be expected to impact transportation demands in Inyo County over the next 20 years?
3. How can the Inyo County RTP enhance mobility in Nye County?
4. Please include any other input you might have for the Inyo County RTP.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



LSC Transportation Consultants, Inc.

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530-583-4053
genevieve@lsctahoe.com
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info@lscatahoe.com

December 8, 2014

Kern Council of Governments
Bob Snoddy
Regional Planner III
1401 19th Street, Suite 300
Bakersfield, California 93301

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Snoddy:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact Kern County?
The SR-14/395 corridor provides easy access to multiple recreation destinations for Kern residents. The Eastern Sierra Transit Authority still provides low-income Kern residents access to eastern Sierra communities and Reno, Nevada.
2. What do you see as the major economic and demographic factors in Kern County that can be expected to impact transportation demands in Inyo County over the next 20 years?
High-speed rail, Amtrak, and Metrolink passenger rail services may be available to Inyo County residents over the twenty-year planning period. Competition for Federal Highway Administration funding will be an issue for all transportation planning agencies. Also, there is a current move toward Sustainable Growth Communities, (SGC), Active Transportation Program (ATP), and Cap and Trade funding programs that may impact the competitive funding actions of planning agencies.
3. How can the Inyo County RTP enhance mobility in Kern County?
Continue coordinating short and long-range transportation planning efforts with the Eastern Sierra Planning Partnership.
4. Please include any other input you might have for the Inyo County RTP.
None at this time.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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info@lsc Tahoe.com

December 8, 2014

Mono County Local Transportation Commission
Scott Burns
PO Box 347
Mammoth Lakes, CA 93546
Phone: 760.924.1800

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Burns:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact Mono County?
2. What do you see as the major economic and demographic factors in Mono County that can be expected to impact transportation demands in Inyo County over the next 20 years?
3. How can the Inyo County RTP enhance mobility in Mono County?
4. Please include any other input you might have for the Inyo County RTP.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner

From: Scott Burns <sburns@mono.ca.gov>
Sent: Wednesday, January 07, 2015 6:14 PM
To: genevieve@lsctahoe.com
Cc: Gerry LeFrancois
Subject: RE: Inyo County 2015 Regional Transportation Plan Update

Genevieve:

Thank you for the opportunity to comment. Mono County staff appreciates the long-standing productive history of teamwork between our two counties and LTCs, often in concert with Caltrans. We recommend that the RTP Update support continuation of this transportation planning partnership, including to:

- Collaborate on improvements and planning efforts on roads of common interest, such as Rock Creek Road, and to consider other opportunities for routes such as Lower Rock Creek Road, Highway 6, and Highway 168;
- Participate in the Eastern California Transportation Planning Partnership, and as you note, continue multi-county MOUs for STIP programming purposes;
- Share information on local initiatives, such as the ATV Adventure Trails, and address related signage concerns near the county boundary;
- Consider complimentary opportunities for scenic highway and scenic byway planning for Highway 395, such as past CURES interpretive improvements;
- Support common efforts to highlight and enhance community Main Streets situated along state highways, including recommendations from the Eastern Sierra Corridor Enhancement Plan;
- Address transit matters, such as recent transit plans and audits;
- Investigate participation in YARTS, noting that YARTS is currently considering adding Fresno and Tuolumne as new members;
- Link our trails and bikeway plans;
- Address common regional transportation environmental issues, such as sage grouse, frogs and toads, and deer migration routes;
- Work with Caltrans on common planning studies, such as the origin and destination studies; and
- Support Digital 395 and last mile provider infrastructure coordination.

Thank you for the opportunity to comment. Mono County has also drafted an update of its RTP, and we recommend that the draft Mono RTP Update be considered during the Inyo RTP update. Please contact us if you have any questions.

Scott Burns, Executive Director
Mono County Local Transportation Commission
760.924.1807

From: genevieve@lsctahoe.com [mailto:genevieve@lsctahoe.com]
Sent: Wednesday, January 07, 2015 9:15 AM
To: Scott Burns
Subject: FW: Inyo County 2015 Regional Transportation Plan Update

Scott-

Just following up to make sure Mono County does not have any input for the Inyo County RTP update.

Thank you,

Genevieve Evans, AICP
Planner
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Rd
Tahoe City, CA 96145
530-583-4053
Fax: 530-583-5966
www.lsctahoe.com

From: genevieve@lsctahoe.com [mailto:genevieve@lsctahoe.com]
Sent: Monday, December 08, 2014 6:18 PM
To: 'sburns@mono.ca.gov'
Subject: Inyo County 2015 Regional Transportation Plan Update

Scott-

It is that time again, to update the Inyo County Regional Transportation Plan. As a neighboring RTPA and member of the four county MOU, we are wondering if you have any input for the Inyo County RTP update. I attached a more formal letter requesting input.

Feel free to call me with questions.

Thank you,

Genevieve Evans, AICP
Planner



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genevieve@lsctahoe.com
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info@lscatahoe.com

December 9, 2014

San Bernardino Associated Governments
Steve Smith
Director of Planning
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Re: Inyo County 2015 Regional Transportation Plan

Dear Mr. Smith:

LSC Transportation Consultants, Inc. has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Inyo County 2015 RTP. The following is a list of the questions which may help to guide the discussion.

1. How would you characterize transportation conditions in Inyo County as they impact San Bernardino County?
2. What do you see as the major economic and demographic factors in San Bernardino County that can be expected to impact transportation demands in Inyo County over the next 20 years?
3. How can the Inyo County RTP enhance mobility in San Bernardino County?
4. Please include any other input you might have for the Inyo County RTP.

Thank you for your time and consideration. Your participation in the Inyo County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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Tahoe City, California 96145
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info@lsctahoe.com

December 10, 2014

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax

Re: Inyo County 2015 Regional Transportation Plan

LSC Transportation Consultants, Inc. (LSC) has been retained by the Inyo County Local Transportation Commission (ICLTC) to prepare the Inyo County 2015 Regional Transportation Plan (RTP). The ICLTC is the Regional Transportation Planning Agency (RTPA) for the Inyo County region. The RTP is a federally required long-range transportation-planning document for the region within geographic Inyo County, and is updated every five years. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Inyo County region. In an effort to include the Tribal Governments in the RTP planning process, we request you provide us with contact information for tribes in Inyo County that are on the "SB 18 Consultation List" and perform a Sacred Lands File search. We would appreciate receiving this information at your earliest convenience (in an effort to include the Tribal Governments in each step of the RTP process). Please send this information to the address or fax above, or via email to genevieve@lsctahoe.com.

Please contact me with any questions. Thank you for your time and consideration.

Sincerely,

Genevieve Evans
Transportation Planner

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Tuesday, November 25, 2014 4:11 PM
To: 'rbrooke@blm.gov'
Subject: Inyo County LTC Regional Transportation Plan and Active Transportation Plan
Attachments: BLM input.docx; Inyo Co public workshop flyer...pdf

Becca-

Per our conversation, I have attached a short description and request for input on the two planning efforts LSC is working on for the Inyo County Local Transportation Commission.

Also, I attached the flyer for the public workshops. Feel free to distribute as you see fit.

Public and stakeholder input will be incorporated into Draft documents, potentially in February. We will keep you in the loop about the availability of Draft documents.

Feel free to call me with any questions.

Thank you,

Genevieve Evans, AICP

Planner



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genevieve@lsctahoe.com
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Inyo Regional Transportation Plan/ Active Transportation Plan

BLM Input

The Inyo County Local Transportation Commission has hired LSC Transportation Consultants Inc. to update the Inyo County Regional Transportation Plan and draft an Active Transportation Plan. The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the publicly owned regional transportation system. The purpose of the RTP is to provide a 20 year vision for regional transportation capital improvements. The 2009 plan can be viewed here: <http://www.inyoltc.org/rtp.html>

The purpose of the Active Transportation Plan (ATP) is to identify capital improvement needs/projects which will increase safety for Inyo County residents using non-automotive modes of transportation as well as encourage more residents and visitors to walk, bike or other active forms of transportation. The ATP will include several components: bicycle element <http://www.inyoltc.org/bmp.html> pedestrian element, safe routes to schools element, and a recreational trails element. The ATP will ultimately be used to apply for Active Transportation Planning grants which now includes the Recreational Trails Program. Information on the Recreational Trails Program can be found: http://www.fhwa.dot.gov/environment/recreational_trails/

Input from land management agencies in Inyo County is important to this planning process. Therefore, we would appreciate your input on the following:

1. Any needs/issues/problems with the regional transportation system as a whole, with facilities on BLM land or on facilities which provide access to BLM land?
2. Potential projects which could be funded with Federal Land Access Program (FLAP) funds?
3. Where in Inyo County are there deficiencies in both the motorized and non motorized recreational trail system specifically? *Examples of deficiencies include a lack of connectivity to established regional trail networks, no existing trails, lack of trail linkage to homes, schools, campgrounds, scenic corridors etc. or areas where trails could be relocated or reconstructed to enhance usage or reduce environmental impacts.*
4. Potential Recreational Trails Projects to fix these deficiencies?
 - a. Estimates of the number of users that would be generated by the project? What type of users would they be?
 - b. How would this project be accessed?
 - c. How would the project provide trail access for persons with disabilities?
 - d. How would the project provide for viewing of points of interest and/or provide interpretive signage for natural, historical, or cultural sites?

5. Any information, reports, maps that have been completed identifying potential transportation projects.

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Thursday, November 20, 2014 3:01 PM
To: 'mhornick@fs.fed.us'
Subject: Inyo County Regional Transportation Plan and Active Transportation Plan
Attachments: Inyo Co public workshop flyer...pdf; USFS Input.docx

Marty-

Per our phone conversation, I've attached the following:

1. Flyer advertising the public workshops for the project
2. Brief project description and request for input.

Receiving comments in the next month would be appreciated.

Thank you,

Genevieve Evans, AICP
Planner



LSC Transportation Consultants, Inc.

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530-583-4053
genevieve@lsctahoe.com
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Inyo Regional Transportation Plan/ Active Transportation Plan

USFS Input

The Inyo County Local Transportation Commission has hired LSC Transportation Consultants Inc. to update the Inyo County Regional Transportation Plan and draft an Active Transportation Plan. The Inyo County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the publicly owned regional transportation system. The purpose of the RTP is to provide a 20 year vision for regional transportation capital improvements. The 2009 plan can be viewed here: <http://www.inyoltc.org/rtp.html>

The purpose of the Active Transportation Plan (ATP) is to identify capital improvement needs/projects which will increase safety for Inyo County residents using non-automotive modes of transportation as well as encourage more residents and visitors to walk, bike or other active forms of transportation. The ATP will include several components: bicycle element, pedestrian element, safe routes to schools element, and a recreational trails element. The ATP will ultimately be used to apply for Active Transportation Planning grants which now includes the Recreational Trails Program. Information on the Recreational Trails Program can be found: http://www.fhwa.dot.gov/environment/recreational_trails/

Input from the US Forest Service is key to this planning process, particularly for the Recreational Trails Element portion. Therefore, we would appreciate your input on the following:

1. Any needs/issues/problems with the regional transportation system as a whole, with facilities on USFS land or on facilities which provide access to USFS land?
2. Potential projects which could be funded with Federal Land Access Program (FLAP) funds?
3. Where in Inyo County are there deficiencies in both the motorized and non motorized recreational trail system specifically? *Examples of deficiencies include a lack of connectivity to established regional trail networks, no existing trails, lack of trail linkage to homes, schools, campgrounds, scenic corridors etc. or areas where trails could be relocated or reconstructed to enhance usage or reduce environmental impacts.*
4. Potential Recreational Trails Projects to fix these deficiencies?
 - a. Estimates of the number of users that would be generated by the project? What type of users would they be?
 - b. How would this project be accessed?
 - c. How would the project provide trail access for persons with disabilities?
 - d. How would the project provide for viewing of points of interest and/or provide interpretive signage for natural, historical, or cultural sites?

5. Any information, reports, maps that have been completed identifying potential recreational trails projects.

ERIC GARCETTI
Mayor

Commission
MEL LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
JILL BANKS BARAD
MICHAEL F. FLEMING
CHRISTINA E. NOONAN
BARBARA E. MOSCHOS, *Secretary*

MARCIE L. EDWARDS
General Manager

December 10, 2014

Ms. Genevieve Evans
LSC Transportation Consultants, Inc.
P.O. Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145

Dear Ms. Evans:

Subject: Regional and Active Transportation Plans in Inyo County

The Los Angeles Department of Water and Power (LADWP) as a stakeholder is supplying the following comments related to the update for the transportation plans e-mailed to Mr. Donald S. McGhie on November 20, 2014. These comments supplement prior comments issued on March 7, 2008, and October 2, 2008, to Inyo County and on January 11, 2008, and September 14, 2011, to the City of Bishop—copies enclosed.

- Proposed bike route No. 2—Keough to Yaney—creates an encumbrance upon LADWP property zoned for residential purposes. LADWP is opposed to the development of this route. There is no official dedication for right-of-way.
- Routes No. 3 and 6 have no official dedication for rights-of-way. Use of these routes may interfere with LADWP operational needs.
- Routes No. 4, 5, 7, 8, 10, and 118—same comment as routes 3 and 6.
- Route N. 94 has no official right-of-way dedication. This route is permissive only because it is leased to the City of Bishop.
- In response to your questions, there should be collaboration between LADWP, Inyo County, and the City of Bishop when proposed mobility routes are planned and designed to be located on LADWP property. Some of the current configurations lack an identifiable purpose related to a balance between needs, issues, and problems with the transportation routes as a whole. Issues for

Los Angeles Aqueduct Centennial Celebrating 100 Years of Water 1913-2013

Bishop, California mailing address: 300 Mandich Street • Bishop, CA 93514-3449 • Telephone: (760) 873-0208 • Fax: (760) 873-0266
111 North Hope Street, Los Angeles, CA 90012-2607 Mailing address: Box 51111, Los Angeles, CA 90051-5700
Telephone: (213) 367-4211 www.LADWP.com



Ms. Genevieve Evans
Page 2
December 10, 2014

consideration include impacts to natural resources, operations, and compatibility with resource management strategies for the valley.

Thank you for allowing LADWP an opportunity to comment on the update. If you have any questions regarding this letter, please write to our office at 300 Mandich Street, Bishop, California, 93514, attention Real Estate, or phone Mr. McGhie at (760) 873-0248.

Sincerely,



James G. Yannotta
Manager of Aqueduct

Enclosures
c: Real Estate

March 7, 2008

Mr. Ron Chegwidden, Director
County of Inyo
Department of Public Works
P.O. Drawer Q
Independence, CA 93526

Dear Mr. Chegwidden:

Subject: Comments on Inyo County Collaborative Bikeways Plan

This is in response to your November 16, 2007 letter regarding our initial comments and concerns on the *Inyo County Collaborative Bikeways Plan* (Bike Plan). The Los Angeles Department of Water and Power (LADWP, or the City) appreciates that you acknowledge the important role, as a primary landowner, the City should play in the development and implementation of this plan. In your letter, you requested that my staff review the Administrative Draft of the document posted on the City of Bishop's website and submit comments to Inyo County (County). We understand that the draft will be finalized in the next few months and will be released for public comment at that time.

We recognize that there has been increased public interest in recent years to create a network of bike paths in the Owens Valley for recreational use and alternative transportation. If the Bike Plan is implemented, path creation should address natural and cultural resource concerns, minimize impacts to our lessees, and not compromise LADWP's operations and maintenance activities. We also must ensure that proposed routes will not conflict with LADWP's Land Management Plans and Lower Owens River Project (LORP) restoration goals. All of these issues need to be addressed prior to our granting permission to conduct these projects on City lands.

As we mentioned in our previous letter, dated November 1, 2007, you will need to establish a formal agreement and acquire the appropriate rights-of-way from the City to implement your Bike Plan and maintain your projects in perpetuity. This is necessary to alleviate liability concerns on behalf of the City, and to clearly recognize maintenance obligations associated with your projects. It appears that your projects are dispersed throughout the County and are largely on City land. Please keep in mind that such an agreement/acquisition will have to go before the Board of Water and Power Commissioners and the Los Angeles City Council for approval.

My staff has reviewed the Administrative Draft of the Bike Plan and offers the following specific comments:

- Text and map information presented in the Bike Plan is very general. This is adequate to evaluate the approximate location and purpose of the proposed paths; however, LADWP needs additional information on specific routes to adequately assess feasibility and impacts to resources, lessees, and operations and maintenance activities.

- The plan discusses producing a countywide bicycle use map and publishing it in the phonebook, as well as on the City of Bishop, County, and Bishop Paiute Tribe (Tribe) websites. Such publication will recognize and promote recreational use on City lands. The City and County need to discuss liability issues that arise by recognizing this use, as well as potential impacts to resources and operations that may occur as a result. Promoting increased use of City lands will put higher demands on management sources.
- Section 1.5, Community Outreach: To our knowledge, there was no formal communication between the authors of the Bike Plan and LADWP until our November 2007 letter to the County, City of Bishop, and Tribe. According to the document, public meetings were held in January 2006; the City should have been notified as a potential stakeholder.

Bishop Area:

- Figure 2.1.1 (page 17), Figure 2.2.x (page 29), and Figure 2.2.7 (page 35) are missing from the document. Please provide this information for our review.
- Pages 30-32 refer to the Bishop Creek Canal as the "Bishop Creek Channel" in tables and text. Please correct the name of this waterway.
- Figure 2.2.2 City of Bishop, Existing Land Use: This map is inaccurate as it does not show all the City's landholdings in the Bishop area.
- Are the projects proposed in Tables 2.2.3 and 2.2.4 still recommended? The City of Bishop Public Works has received approval for funding for some of these projects, but not all. Please clarify whether or not these projects are still proposed for the City-School-Reservation paths and along the Bishop Creek Canal.
 - If the recommendations along the Bishop Creek Canal are still valid, you intend to pave segments of both sides of the canal, and add bridges for access across the waterway. The City is concerned that paving these roads could introduce additional road maintenance obligations, since we must continue using heavy equipment as part of our routine maintenance activities. In addition, constructing bridges over the canal could conflict with performing routine maintenance activities.
- Many of the maps with proposed routes are unclear, including 2.2.6, City-Schools-Reservation path network (page 34) and 2.3.5, Bishop Reservation-Concept for Internal Trail Network (page 42). What is the purpose of these maps? The keys do not make sense and it is difficult to interpret why these maps are included.

Big Pine Area

- This section calls for a paved bike path along the Big Pine Canal from Highway 168 to Fish Springs Road. Paving this road could require additional road maintenance, since LADWP must continue to use these roads for operations and maintenance activities.
- Figure 2.4.4 and Table 2.4.1 suggest paving a bike path along an abandoned railroad grade east of the river, which uses Steward Lane for access. There is no bridge over the river in this location. In addition, are you using the Rails to Trails program to put the trail on top of the abandoned grade, or will this be problematic from a historic resource perspective?
- Figure 2.4.4 shows a two- to three-mile-long new paved path east of Tinemaha Reservoir to connect other sections of the bikeway along the railroad grade. This may be extremely difficult to construct given the soils in this area. LADWP staff will need to evaluate if this

path is feasible and if there are any resource or operational concerns. Also, would the County be maintaining this and all trails under the Bike Plan?

Independence Area

- Owens River Path: This route is within the LORP boundaries and follows a road along the west side of the river from the Intake, south. Access along this road may be restricted by LADWP's Land Management Plans, which are currently being finalized. In addition, use of this bike path could conflict with LORP restoration goals, our lessees' grazing management practices, and other recreation and land management objectives. The City needs more detailed information on this route to determine how it may or may not coincide with LADWP land use plans and LORP goals.
- Figure 2.5.4 shows a new segment of paved path between Fort Independence and Independence (outside of the U.S. Highway 395 right-of-way) to link two bikeway sections. LADWP staff will need to evaluate if this path is feasible and if there are any resource or operational concerns.

Lone Pine Area

- LADWP has been in communication with the Lone Pine Economic Development Corporation regarding the Lone Pine Heritage Trail in recent months. We have expressed our concerns to them so that they have a general idea of constraints in this area. The scope of this project has been reduced considerably from what is shown in Figure 2.6.2. Please make sure that your final document reflects the most current information on this proposed trail project.
- The location of the bike trail along the Lower Owens River changes from the west side to the east side bluffs somewhere between the Independence and Lone Pine maps that you provided. However, the plan does not discuss how, or show where the path crosses the Lower Owens River. Please provide more information so that the City can assess impacts to or conflicts with the LORP.

Thank you for the opportunity to comment on the Draft Bike Plan prior to its release to the public. If you would like to discuss these comments further, or any other issues with regard to this Bike Plan, please contact Ms. Lori Dermody, of my staff, at (760) 873-0408, or by e-mail at lori.dermody@ladwp.com.

Sincerely,

Gene L. Coufal
Manager
Aqueduct Section

c: Mr. Courtney Smith
Inyo County Department of Public Works
Mr. Dave Grah
City of Bishop Department of Public Works
Mr. Brian Adkins
Bishop Paiute Tribe

Mr. Bruce Klein
Bishop Paiute Tribe
Mrs. Lori Dermody

September 14, 2011

Mr. David Grah
City of Bishop
Department of Public Works
P.O. Box 1236
Bishop, CA 93515-1236

Dear Mr. Grah:

Subject: General Plan Mobility Element and Transportation Report

The Los Angeles Department of Water and Power (LADWP) is submitting the following comments on the mobility element.

- Some of the proposed routes for roads and bike paths routes require acquisition of right-of-ways or dedication. A distinction should be made in the mobility element and travel report that describes those designated routes the City of Bishop already has legal rights to and those it does not.
- LADWP would require further evaluation and review of the California Environmental Quality Act (CEQA) analysis to comment on potential impacts associated with the proposed truck route starting at Jay Street, extending across the Bishop Creek Canal, and connecting to the Bishop Airport. The CEQA analysis should be performed before adoption of the proposed route in the General Plan.
- The proposed bike path along the Bishop Creek Canal has potential conflicts with LADWP operational needs. It is a private—not public—right-of-way. Any proposed path along the canal needs to be reviewed and approved by LADWP before implementation of the path into a general plan. The proposed bike path needs to be offset from the canal so that it does not interfere with LADWP's operational needs. A right-of-way for a path needs to be acquired from LADWP.
- The bike route from Fowler to Coats Street is an unnecessary land encumbrance and an inefficient use of land that has a potential for residential use. Acceptable alternatives already exist that provide bike routes along Home and Main Streets.
- The bike route from Pine Street to Bishop Creek Canal is also an unnecessary land encumbrance and an inefficient use of land that has a potential for residential use.

Mr. David Grah
Page 2
September 14, 2011

- The configuration of bike paths from See Vee Lane and Seibu to Home Street seems unnecessary and encumbers future potential land uses. It appears inefficient to have three different paths (Sierra Street to Diaz Lane, Diaz Lane to the rear of Bishop Elementary School, and Seibu to U.S. Highway 395) connecting the Bishop Tribal property to Home Street. The extension of Sierra Street to See Vee Lane, and the extension of the bike path from U.S. Highway 395 to Bishop Elementary School, along the rear of existing homes, would accomplish the same purpose without unnecessarily encumbering private property, and not adversely affecting water conveyance ditches and the operations of LADWP.

If you have any questions on the above comments, please write to our office at 300 Mandich Street, Bishop, California, 93514, attention Real Estate.

Sincerely,

Clarence E. Martin
Assistant Aqueduct Manager

c: Real Estate

January 11, 2008

Mr. David Grah, Director
City of Bishop Department of Public Works
P. O. Box 1236
Bishop, CA 93515-1236

Dear Mr. Grah:

Subject: Comments on *Draft Request for Proposals, Bike and Pedestrian Paths Environmental*

The Los Angeles Department of Water and Power (LADWP) has reviewed your *Draft Request for Proposals, Bike and Pedestrian Paths Environmental* document (RFP). This RFP provides detailed information for six projects in the Bishop area that are part of the Inyo County Collaborative Bikeways Plan (Bike Plan). We understand that the City of Bishop Department of Public Works is currently seeking funding for three of these projects within the Bishop City limits.

Please remember that permission to conduct environmental studies on City of Los Angeles (City) property must be granted prior to performing the work. In addition, you (and/or the County of Inyo) must establish a formal agreement with my staff or acquire the appropriate rights of way from the City to implement and maintain your projects in perpetuity. This agreement is necessary to alleviate liability concerns on behalf of the City, and to define maintenance obligations associated with your projects. It is uncertain at this time what type of agreement would be relevant in this case; however, please keep in mind that such an agreement/acquisition will likely have to go before the Board of Water and Power Commissioners and the Los Angeles City Counsel for approval.

Based on our review of the RFP, my staff is concerned that your projects could compromise our operations and routine maintenance activities by restricting vehicular access from canals, constructing bridges over waterways, and realigning ditches, control and diversion structures. We are also concerned that impacts to our lessees could occur if your plans alter irrigation practices, change lease boundaries and access points, or cause added disturbance to livestock. Finally, your projects could cause possible impacts to wetlands, and other resources may incur added stress due to promoting this recreational use on City lands. All of these issues need to be discussed and rectified prior to moving forward with your projects.

In addition to the comments above, LADWP offers the following questions and comments regarding specific information in the RFP about the trails proposed on City land:

Diaz to Keough Bike Path:

- Why is this route tied to Keough? Why not pave the existing dirt trail that runs along the north side of the South Fork of Bishop Creek and tie it into the paved trail north of the Catholic Church? Or, why not pave the existing trail on Reservation land to link Diaz to Keough? By keeping the trail on one side of the creek, there would be no need to place a 15-foot wide bridge over the South Fork of Bishop Creek that could impact wetlands or this irrigated pasture.
- The RFP describes the trail as leaving a 20-foot wide footprint, consisting of two 4-foot lanes with 1-foot paved shoulders, and 5-foot unpaved shoulders for pedestrians and equestrians. Do you anticipate such a high degree of traffic on these trails to need these additional 5-foot unpaved shoulders?
- Information for this project states that bollards will be provided to prevent access by larger vehicles except for emergency vehicles. If the path crosses the existing lease, you should consider a different type of gate to keep livestock within the lease boundaries. If you are proposing to change the fenceline (and consequently the lease boundaries), you must consider additional impacts to LADWP's lessee in terms of loss of acreage and a possible change in irrigation practices.

Hobson to Coats Bike Path:

- Are a 15-foot wide bridge and a 20-foot wide trail truly needed to accommodate bikes and pedestrians? The size of these facilities seems excessive.

Pine to Park Path:

- Why is the footprint of this path 14 feet across as opposed to 20 feet used for other bike paths?

Home Connection path:

- There are potential wetland issues with this trail on Reservation land; impacts to wetlands should be assessed and fully considered under CEQA.
- This project would require the realignment of Giraud Ditch, including the associated control and diversion structures. Feasibility and resource concerns will need to be evaluated by LADWP Engineering, Construction, and Watershed Resources staff prior to granting permission for this activity. In addition, more information is needed to describe what your specific plans for realignment would entail.

Mr. David Grah
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January 11, 2008

Pine to Canal Bike Path:

- Constructing a 15-foot wide bridge over the Bishop Creek Canal could conflict with conducting our routine maintenance activities on this waterway.
- Why do bikers need to access the east side of the Bishop Creek Canal when they can traverse the west side without a bridge?
- The document states that bollards will be used to prevent access by larger vehicles except for emergency vehicles. Will the roads paralleling Bishop Creek Canal also be restricted from vehicles? Such a closure would prevent my staff from completing necessary operations and maintenance activities.

As you can see, we have several concerns about the proposed projects that need to be resolved before proceeding. Please contact Ms. Lori Dermody, of my staff to set up a meeting and discuss these issues in more detail. She may be reached at (760) 873-0408 or by e-mail at lori.dermody@ladwp.com.

Sincerely,

Gene L. Coufal
Manager
Aqueduct Section

c: Mr. Ron Chegwidden, County of Inyo
Mr. Courtney Smith, Inyo County Public Works
Mr. Robert Kimball, Inyo County Local Transportation Commission
Mr. Donald Tatum et al.
Ms. Cathleen Caballero
Ms. Lori Dermody

October 2, 2008

Mr. Courtney Smith, Transportation Planner
Inyo County Public Works Department
P.O. Drawer Q
Independence, CA 93526

Subject: Comments on the September 2008 Draft Inyo County
Collaborative Bikeways Plan and Draft Mitigated Negative Declaration

We have reviewed the September 2008 Draft Inyo County Collaborative Bikeways Plan (Plan) and the associated Draft Mitigated Negative Declaration (MND). Please accept the following comments on both documents on behalf of the City of Los Angeles Department of Water and Power (LADWP or the Department).

Inyo County Collaborative Bikeways Plan:

- Many of the proposed trails in the Plan are on City of Los Angeles (City) property and will need to be approved before implementation, as mentioned in various parts of this document. Although proposed routes appear in the Plan, it should not be assumed that LADWP has granted approval over their locations. The alignment of each trail must be assessed on a case by case basis to evaluate feasibility and the impacts to resources, LADWP operations and maintenance activities, land management goals and objectives, and to the Department's lessees. LADWP reserves the right to refuse projects in the Plan if they are not compatible with the above factors.
- Page 7, Table 1.3 outlines the proposed phases of the Lone Pine Heritage Trail. As you may be aware, recent discussions with the Lone Pine Economic Development Corporation infer that the proposed project has changed. This table should be updated to reflect these changes, as should Figure 3.9.
- Page 17, Goals, Objectives, Policies, and Implementation Measures--Commuting to Work, Business, and School: LADWP will not allow paving canal roads, as mentioned in Implementation Measures A3.a and A3.e due to maintenance and liability concerns. (These routes are also discussed on pages 38 and 42). LADWP crews must be able to conduct routine maintenance as needed, and some of these activities are not compatible with shared use of these roads. Additionally, some maintenance work may require the use of heavy and/or tracked equipment that could damage paved bike trails. LADWP is also concerned with liability issues associated with the formal designation of a bikeway in these areas. You will need to find an alternate alignment for these trails.

- Page 17, Policy B1 and Implementation Measures B1.a and B1.b state that a trail will be aligned along the Lower Owens River Project (LORP). (This trail is also noted on Figure 3.8.) Please keep in mind that this trail, if implemented, must be compatible with LORP goals, LADWP's Owens Valley Land Management Plans, and will be subject to the approval of the Department. Implementing a LORP trail should not be stated as "policy" until we explore options and determine feasibility of the project.
- Page 18, Policy B5 states "*Integrate bicycling in the promotion of tourism*" and Implementation Measures B5.a-e list mechanisms to do so. While LADWP leaves much of its land in the Owens Valley open for public use, LADWP generally does not promote recreational use of City lands by specifying routes for users. We will need to circulate this through our risk management department to determine if such publications are possible due to liability concerns that arise from formally recognizing this use. At the very least, we ask that you coordinate with our staff to come up with appropriate language for these promotional materials.
- Page 18, Policy B6 and Implementation Measure B5.f state, respectively: "*Improve the existing route in the Bishop Chalk Bluffs area between Bishop and the Owens River,*" and "*Investigate the feasibility of constructing a bridge over the Owens River to provide better access and connectivity. Coordinate with the LADWP and appropriate alignments and feasibility study parameters.*" This project is inconsistent with the *Conservation Strategy for the Southwestern Willow Flycatcher on City of Los Angeles Department of Water and Power Lands in the Owens Management Unit* that has been adopted by the U.S. Fish and Wildlife Service for the protection of this federally endangered species.
- Pages 22-28 (beginning with "OVERALL SYSTEM") appear to be duplicate of pages 15-22. Please omit unnecessary duplicate information.
- Figure 3.3: This Figure shows a large map, inset maps of Bishop and Big Pine areas, and a table showing the need and opportunities in both communities. However, there are several routes within the Bishop City limits and north of the city that are not addressed in the table. Please address these routes accordingly.

Draft Mitigated Negative Declaration:

- Page 6, Mitigation Measures for Biological Resources:
 2. "*Damage to a riparian habitat shall be prevented by avoidance. In those instances where riparian areas must be crossed, the trail crossing shall be designed to minimize disturbance. When bridges or culverts are required, they should be designed so that they do not substantially interfere with water flows.*" It is not the jurisdiction of the City of Bishop, County, or Tribe to alter flows that are water rights of the City of Los Angeles Department of Water and Power. Further, please add language that all trail alignments will be subject to approval by the applicable landowner.

3. *"When parallel to a stream or riparian zone, new bikeways should be set back from the top of bank or from the outside edge of the riparian zone, whichever is greater, except where topographic, resource management or other constraints and management objectives make this unfeasible or undesirable."* This mitigation measure gives a good degree of flexibility to impact riparian habitat if alternate routes are "undesirable". This could result in significant impacts to the environment. Additionally, all trail alignments should again be subject to the approval of the applicable landowner.

4. *"If the proposed alignment of any bikeway results in substantial impacts to riparian habitat under the jurisdiction of state and/or federal agencies, a Clean Water Act Section 401 and 404 permit of other appropriate clearance from the California Department of Fish and Game or other appropriate regulatory agency shall be obtained prior to the start of the project."* It should be noted that any impact to these habitats (not just substantial) is subject to notification to the above-mentioned agencies, and may require obtaining permits to conduct such work.

- Page 7, Monitoring Agencies for Biological Resources states *"Inyo County Public Works Department, City of Bishop, Bishop Paiute Reservation depending on the jurisdiction of the project site and potentially the California Department of Fish and Game and the United States Federal Wildlife Service."* We assume you are referring to the U.S. Fish and Wildlife Service, not Federal Wildlife Service.
- Pages 7, 8, and 9, *Time Frames* for Biological, Cultural, Land Use/Planning, and Transportation/ Traffic mitigation measures state *"Mitigation and monitoring shall begin when each Need or Opportunity identified in the Bikeways Plan is implemented."* What kind of monitoring will take place, for how long, and when will it cease?

We appreciate the opportunity to comment on your project and MND. If you have any further questions, please feel free to contact Ms. Lori Dermody, Watershed Resources Specialist, of my staff, at (760) 873-0408 or by e-mail at lori.dermody@ladwp.com.

Sincerely,

Gene L. Coufal
Manager
Aqueduct Section

c: Ms. Lori Dermody



**TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

December 10, 2014

Great Basin Unified Air Pollution Control District
157 Short Street
Bishop CA 93514

The Inyo County Local Transportation Commission (ICLTC) is conducting a 2015 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input GBUAPCD may have regarding the effect of any type of transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on air quality in Inyo County.

Once the Public Draft 2015 Inyo County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Transportation Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

157 Short Street, Bishop, California 93514-3537 www.gbuapcd.org
Tel: 760-872-8211 Fax: 760-872-6109 info@gbuapcd.org

December 12, 2014

Genevieve Evans
LSC Transportation Consultants, Inc.
P.O. Box 5875
Tahoe City, CA 96145

Re: Development of the Update to the Inyo County Regional Transportation Plan

Dear Ms. Evans

Thank you for the opportunity for comment on the development of the Update to Inyo County's Regional Transportation Plan.

Great Basin Unified Air Pollution Control District's purpose is to enforce Federal, State and local air quality regulations and to ensure that the federal and state air quality standards are met in our district. These standards are set to protect the health of sensitive individuals by restricting how much pollution is allowed in the air.

All projects in Inyo, Mono and Alpine Counties must comply with regulations requiring dust control on a project such as road construction and repair:

- District Rule 400, Ringelmann Chart - no person shall discharge into the atmosphere from any single source of emissions whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any hour which is as dark or darker in shade as that designated as No. 1 on the Ringelmann Chart.
- District Rule 401, Fugitive Dust - a person shall take reasonable precautions to prevent visible particulate matter from being airborne beyond the property from which the emission originates, and
- District Rule 402, Nuisance - a person shall not discharge from any source whatsoever, such quantities of air contaminants, or other materials, which cause injury, detriment, nuisance or annoyance to any considerable number of persons.

Equipment such as crushing / screening operations and concrete plants, and the diesel engines that power them, must either be permitted through the State of California's Portable Equipment Registration Program [PERP], or through the District. If the operation will be at one site for 365 days or more, it will require District Permitting. Asphalt Plants always require District permitting regardless of their duration at a site.

All diesel commercial vehicles must comply with State of California regulations, such as;

- Any Off-Road Diesel vehicle operated in California must participate, and be compliant with, the DOORS program, and
- Any On-Road diesel trucks must be compliant with the State of California's Truck and Bus Regulation.

Inyo County should require all contractors, and their subcontractors, to be compliant with the aforementioned air pollution control regulations.

In addition to the aforementioned regulations, District Regulation XII – Transportation Conformity requires that federally funded transportation related projects comply with regulations in State Implementation Plans approved under the federal Clean Air Act. Under District Rule 1231(e), PM10 emissions must be quantified for transportation-related projects, such as for new construction or roadway improvements that take place in the Owens Valley PM10 nonattainment area.

Please call me or Jan Sudomier at (760) 872-8211 if you have any questions regarding this matter.

Sincerely,



Duane Ono
Deputy Air Pollution Control Officer



**TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
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December 010, 2014

Lahontan Regional Water Quality Control Board
14440 Civic Drive, Suite 200
Victorville, CA 92392
(760) 241-6583
FAX (760) 241-7308

The Inyo County Transportation Commission (ICLTC) is conducting a 2015 update of the Inyo County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Inyo County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Inyo County. The purpose of the RTP is to provide Inyo County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Inyo County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Inyo County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Inyo County.

Once the Public Draft 2015 Inyo County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.

genevieve@lsctahoe.com

From: John Helm <jhelm@estransit.com>
Sent: Tuesday, December 09, 2014 4:58 PM
To: genevieve@lsctahoe.com
Subject: RE: Regional Transportation Plan input

Hi Genevieve:

I can't think of any other specific suggestions for your ATP process, other than the issue I mentioned with lack of sidewalks. Regarding the 2010 RTP, all of the replacement buses have been procured, and the bus pullouts plans were dropped when fixed route was discontinued in Bishop. We're in pretty good shape right now, however, we will need to program some money for future replacement buses beginning in about 2017-18. We have \$367k in PTMISEA monies allocated for the first phase of improvements to the bus parking area at the Bishop airport. Phase 2 would involve constructing administration and maintenance structures on the bus parking area lot and will need to be included in future RTP plans. We're awaiting the completion of the engineering and preliminary planning process, which should provide some guidance as to what those costs might be. Please let me know if you have any other questions.

- John

John Helm

Executive Director
Eastern Sierra Transit Authority
760.872.1901 x12

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Tuesday, December 09, 2014 3:18 PM
To: John Helm
Subject: Regional Transportation Plan input

John-

Thank you for your comments at the Inyo County RTP/ATP public meeting. Other than the following, do you have any additional input with respect to the RTP?:

- *Lack of sidewalks and curbs make it challenging for ESTA passengers who use wheelchairs to board and alight buses.*

Also, I attached the transit project list from the 2010 RTP. Any changes? Additions? Completions? Potential improvements to ESTA facility at the airport?

Thank you,

Genevieve Evans, AICP
Planner



LSC Transportation Consultants, Inc.
PO Box 5875
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Tahoe City, California 96145
530-583-4053
genevieve@lsctahoe.com
www.lsctrans.com

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Version: 2014.0.4794 / Virus Database: 4235/8709 - Release Date: 12/09/14

genevieve@lsctahoe.com

From: Brian Adkins <Brian.Adkins@bishoppaiute.org>
Sent: Thursday, December 04, 2014 9:19 AM
To: genevieve@lsctahoe.com
Cc: Barrett Cox
Subject: FW: Draft Tribal Transit Plan - Bishop Paiute Tribe
Attachments: Transit Plan - Bishop Paiute Tribe - Final Draft Print.pdf

Genevieve,

Please find attached a recent transit plan in final draft form. Although it has not been officially adopted yet by the Tribe it contains details of exiting and future pathway, sidewalk plans that may be relevant to your active transportation planning effort.

The Tribe has several transportation plans in addition to the ones that you mentioned in your email that you have. In general questions regarding transportation planning are handled by the Tribe's public works department. I am copying Mr. Barrett Cox our public works director in the event you wish to contact him.

Thank you

Brian Adkins
Environmental Management Office
Bishop Paiute Tribe



United States Department of the Interior

NATIONAL PARK SERVICE
Death Valley National Park
P.O. Box 579
Death Valley, California 92328



February 6, 2015

Genevieve Evans, AICP Planner
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Rd
Tahoe City, CA 96145

Dear Ms. Evans:

Thank you for the opportunity to answer these critical questions and to be a collaborator in this planning process. Death Valley National Park is one of the premier tourist destinations in Inyo County. The park brings about 1 million visitors to Inyo County each year. Inyo County is an internationally known tourist destination because of places like Death Valley National Park. The transportation system and infrastructure should be state of the art and reflect the dynamic nature of the tourism industry.

The Park recognizes that “the Inyo County regional transportation system includes several types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the publicly owned regional transportation system. The purpose of the RTP is to provide a 20 year vision for regional transportation capital improvements.” Death Valley National Park would like to be an active partner in the regional transportation planning effort to help make sure that planning is consistent with sound engineering and an environmental analysis.

Input from the National Park Service is key to this planning process, particularly for the Recreational Trails Element and Bicycle Element portion. Therefore, we would appreciate the opportunity to provide input on the following:

1. Any needs/issues/problems with the regional transportation system as a whole, with public facilities within the National Park or on facilities which provide access to NPS land?

a. State highways, county roadways

- The interchange at Death Valley Junction is the main point of entry into California from Nevada in this area and much of the Park visitation comes through this point from Baker off Interstate 15. One problem area is at the intersection of Hwy 127 and State Line Road at Death Valley Junction. In the peak visitation season there can be 30 to 40 tour buses arriving from Las Vegas daily. In addition there are heavy hauler semi-trucks that contribute to deterioration of the road surface. Because of increased tourism regionally and

transportation of waste to the Nevada National Security Site (formerly the Nevada Test Site) through this corridor additional lanes may be needed to accommodate this traffic.

- There is inadequate signage on the stretch between Death Valley Junction and the Nevada State line. There is little indication of the state line between NV and CA. We suggest that a Welcome to California sign is needed. There is no directional sign at Death Valley Junction to indicate a right turn onto Hwy 127 to travel to Death Valley National Park.
- On Hwy 190 upstream from the Furnace Creek Inn in Furnace Creek Wash there is a spring flow situation that impacts the roadway. See Attachment 1 for a detailed synopsis of the situation.

b. Bicycle circulation/safety

The park supports the proposed routes in the bicycle plan including the three routes along Hwy 190 and the Tecopa Shoshone route that includes a leg that brings cyclists along the park boundary on Hwy 178. If these routes are approved and become a reality, the park requests to cooperate with Inyo County to address signage so that it aligns with National Park Service signage themes and designs. See Figure 1 for more information.

c. Pedestrian circulation/safety

There are concerns at the following locations:

- Furnace Creek: there are traffic congestion and pedestrian safety issues along Hwy 190. Perhaps a lowered speed limit, crossing zones, and flashing lit Pedestrian Crossing signs would aid traffic flow and pedestrian safety at this intersection.
- Stovepipe Wells: same comment
- Panamint Springs Resort: same comment

2. Any changes to the Furnace Creek and Stovepipe Wells airports since 2009? (Current RTP descriptions listed below for reference.)

Furnace Creek Airport is located near the Furnace Creek Visitor Center within Death Valley National Park. The airport is owned and operated by the National Park Service. The airport has tie-downs, but no office or pilots lounge. Fuel services are available. There are no based aircraft and there had been a reported 10,000 operations occurring annually. No plans exist to expand the airport or its operations. There is no airport master plan. There has been a decrease in the number of tour groups flying in from Las Vegas and other locales, according to last report by tour providers, however, that may change. The Park will initiate an Air Tour Management Plan per National Park Policies. That plan is not expected to be completed before FY 2017.

Stovepipe Wells Airport lies within Death Valley National Park. The airport is owned and maintained by the National Park Service. There is no plan to close the airport. There are no based aircraft and approximately 1,000 annual aircraft operations. There is no airport master plan.

3. Potential projects which could be funded with Federal Land Access Program (FLAP) funds?

- The park is currently installing bicycle racks at key visitor areas in an attempt to provide better facilities for cyclists. Additional racks will be necessary if the proposed bicycle facilities in the plan come to fruition.
- The current Furnace Creek to Harmony Borax bicycle facility (path) is in need of repaving.
- Signage for bicycle facilities needs to be enhanced parkwide.

4. Any updates to proposed bicycle facilities identified in the Inyo County Collaborative Bikeways Plan from 2009? <http://www.inyoltc.org/bmp.html>

The park has not identified any updates at this time. The National Park Service would like to be a cooperator in the implementation of the plan to make sure that the themes of the facilities are aligned with park themes, provide access for persons with disabilities, provide for interpretation of park resources, and comply with National Environmental Policy Act and National Historic Preservation Act provisions.

5. Where in Inyo County are there deficiencies in both the motorized and non motorized recreational trail system specifically? *Examples of deficiencies include a lack of connectivity to established regional trail networks, no existing trails, lack of trail linkage to homes, schools, campgrounds, scenic corridors etc. or areas where trails could be relocated or reconstructed to enhance usage or reduce environmental impacts.*

The Park is very concerned about the proliferation of non-approved off highway vehicle trails in the county that contribute to incursions into the park along the Saline Valley Road and on BLM lands along the boundary near Dumont Dunes. There is a strong need for better education in the public arena concerning legal and responsible OHV use. Additional law enforcement patrols are needed in key areas to keep the irresponsible riders in compliance with the law. The park has compiled extensive case records of illegal OHV incursions with environmental damage. The park would like to share this information to assist Inyo County in the effective siting of such trail networks.

6. Potential Recreational Trails Projects to fix these deficiencies?

Upgrades to the current Salt Creek boardwalk trail are needed to address cyclical maintenance issues and accessibility. This includes road improvements, accessible parking, accessible boardwalk and restroom facilities.

**a. Estimates of the number of users that would be generated by the project?
What type of users would they be?**

Specific numbers are not known at this time, however, it is anticipated that an improvement to this facility will result in a significant net increase of users with disabilities.

b. How would this project be accessed?

There is existing infrastructure that needs upgrades to ensure accessibility.

c. How would the project provide trail access for persons with disabilities?

The boardwalk is in need of replacement with a compliant surface for wheelchairs.

d. How would the project provide for viewing of points of interest and/or provide interpretive signage for natural, historical, or cultural sites?

The Park is in the process of the enhancement of points of interest and entrances to the park. This includes an intensive interpretive wayside plan in many areas in addition to the Salt Creek boardwalk trail.

7. Any information, reports, maps that have been completed identifying potential transportation projects.

See Attachment 1 for a detailed synopsis of the situation.

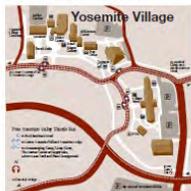
Once again, thank you for the opportunity to participate in this process. If you have any questions or require additional information, please contact our Environmental Protection Specialist, Jonathan Penman-Brotzman, at 760-786-3227 or jonathan_brotzman@nps.gov.

Sincerely,



Mallory Smith
Superintendent

Figure 1. Examples of NPS sign themes for Bicycle Facilities



Attachment 1: Furnace Creek Wash Hydrological Relationship with Highway 190.

In 2011 Death Valley NP began restoring the largest spring in the park. The restoration follows the completion of the Furnace Creek Water System, which shifted the sources for consumptive water use from spring flow diversions to groundwater sources. This allowed Death Valley NP to restore spring flow to areas that have not had surface flow for approximately 90 years. The return of spring flow to natural discharge areas has also restored habitat for eight endemic aquatic invertebrate species that are found only in the Furnace Creek area. One of these endemics, the Nevares naucorid, is a candidate species under the Endangered Species Act. This species will likely avoid being elevated to threatened or endangered as a result of the springs restoration.

The effects of the springs restoration have not all been positive, and there have been some unforeseen complications. Namely, the springbrook down the Furnace Creek Wash flows right along the shoulder of California Highway 190 at some points. This threatens to undermine and deteriorate the highway shoulder, and the spring flow must be managed with respect to Highway 190 before further springs restoration can proceed. Currently, the spring flow that threatens the highway is flowing in an unnatural course along the southeast side of the highway. The desired approach to alleviating the spring flow impacts on the highway is to restore the natural springbrook course. This is also the preferred approach with regard to ecosystem and habitat restoration.

Restoring the natural springbrook course will require two culverts under Highway 190. Culverts are not a popular engineering solution in a drainage that is subject to flooding, because of their tendency to plug up. However, Death Valley NP is proposing drop-inlet culverts with horizontal grates covering the inlets. These culverts are designed to accommodate spring flow only, and the inlet grates plug up with debris during flood events. This protects the culvert from sedimentation. Following floods, the debris is removed from the inlet grate; restoring the culvert's ability to accommodate spring flow. There are two of these drop-inlet culverts already in the Furnace Creek Wash, and neither has experienced any appreciable sedimentation during numerous flood events.

Cooperation with Caltrans is key to this project. Multiple conversations have taken place regarding these urgently needed culverts. This would be a net improvement to the transportation system through this portion of Death Valley National Park.

Public Workshop

Inyo County Local Transportation Commission

WE NEED YOUR INPUT!

PUBLIC MEETINGS

Inyo County Active Transportation Plan and Regional Transportation Plan Update



How do you travel to work, school, errands, social engagements?

Are there safety issues which prevent you from walking/biking more often?

Are there other issues with the roads, bicycle paths, sidewalks, airports, and public transit in Inyo County that should be fixed?

What do **you** think are the **most** needed transportation improvements for our community?

The Inyo County Local Transportation Commission is preparing an Active Transportation Plan and Regional Transportation Plan.

You may provide input by attending one of the following public workshops:

Thursday, **December 4th** at 6:00 PM
Bishop City Council Chambers
301 West Line Street
Bishop, CA

Friday, **December 5th** at 9:00 AM
Boulder Creek RV Park
2550 S. Highway 395
Lone Pine, CA



Alternative ways to provide input . . .

Please contact:

GENEVIEVE EVANS
LSC TRANSPORTATION CONSULTANTS, INC.
Email: Genevieve@lsctahoe.com Phone: 530-583-4053

Inyo RTP Public Meeting

Bishop City Hall, December 4th 2014

16 participants

How does the RTP relate to the City and County circulation elements? It's a programming tool, but does not set policy. RTP must be consistent with adopted documents.

What are the scoring criteria for ATP? Draft guidelines were reviewed

How detailed do the plan elements get? We will identify general locations and strategies, but not engineering details such as level of pedestrian crossing improvement.

Is a RTP long range or short range?

Need a bypass

Need better shoulder along Line Street, and better maintenance. Puncture vines. Dogs are a problem for cyclists. Rumble strip would help

Need better continuity of sidewalks, like on Pine, Grove, Elm (school kids) W. Pine Street does not have sidewalks on both sides, and it needs it.

Public transit system has problems getting wheelchair users. Sidewalks would help.

Signal going in at Dixon Lane/395, but area to the north of 395 (Dixon Lane/Meadow Creek) is the biggest SR2S problem. City has been working on it.

Main Street in downtown is very dangerous for cyclists. Alternative route is Elm to Fowler.

Bicycle facilities need to be more visible. Bishop is small why not bike. Visitors may not be aware of bike paths.

Education about bike facilities.

Incredible opportunity to connect existing paths into a full network.

Need for bike racks.

Sidewalk connectivity in Lone Pine, especially across from the Post Office

SR2S in Big Pine is an issue.

Kids are walking in bike lanes in Manor Market area on Line Street— sidewalks would reduce conflicts with cyclists.

Bishop Paiute Tribe - New bike trail from Cultural Center to the Hospital

Yaney and Home are important bicycling street. Potentially dangerous for pedestrians.

Skateboarding prohibited on Main Street – need for alternate routes for this popular travel mode.

Eastern Sierra Velo Club (350 members) needs – Round Valley Road impacted by chip sealing. Need better way to contact Caltrans maintenance to clean up debris on shoulders. They are willing to take the lead on educational program. Expansion joints are difficult, as are cattle guards

Class I paths in Bishop need to be resurfaced or expansion joints fixed (Sierra Street Bike Path). South Barlow path could also use improvements.

Maintenance of bicycle paths.

There can be 50 – 75 cyclists on a weekend in the greater Bishop area.

Pleasant Valley Road (LA DWP) if paved would complete a 30-mile great loop. There are other opportunities. Bridge on NE side of town would

Lower Owens River recreation plan (inyowater.org recreation use plan) is a long facility that serves a 78,000 acre area. Recreational opportunities: fishing, MTB

Sharrows on W. Line Street. Make it more visible.

Extend Sierra Street bike path

Velo Club can take lead for bicycle education. Create partnerships to provide helmets for disadvantaged children and bike inspections. CHP make do this.

Lack of connectivity on streets other than US 395, Bishop area access and circulation study.

Not much connectivity between communities and trailheads

Environmental Justice – Get more disadvantaged kids to trails

Forest Service – Whitney Portal and other major trailheads can park out

Better signage, restrooms for Lower Owens River Project

Main St. in Bishop – Crosswalks don't stand out, too many signs, pavement treatments would be helpful

Many deadend streets in Bishop, so US 395 is used for local travel. Could reduce traffic on Main Street if sidestreets could be used as alternatives.

Look at Bishop Area Access Plan.

Timing of signals on Line Street could be more pedestrian friendly.

Proposal to extend National Recreation Trail to Lone Pine.

Need for better equestrian travel. Many homeowners have horses in Bishop. Contact equestrian groups or ranches.

Maintenance of backcountry dirt airstrips, improvements to Bishop Airport. Bishop Airport makes more sense for regional airport.

Regional welcome signs to Eastern Sierra

Improvements to regional signage pointing out attractions

Consider all impacts of projects. Impacts on traffic circulation.

Safety projects should be given a high priority

Making connections! To schools and churches

Senior connections to stores

Electric vehicle charging stations needed, in communities (not at rest areas)

Lone Pine Meeting – Clint Quilter, Courtney Smith, David Bloom

Boulder Creek RV Park, December 5, 2014

Some support for a truck route. Not in circulation element of the Bishop General Plan

Put truck route in draft RTP, long term financially unconstrained. Most communities are opposed. Financially unconstrained.

For Recreational Trails Projects: Look at Lower Owens River Project (LORP) and Lone Pine Heritage Trail

Bike loop signage

Caltrans has two sweepers for entire district. Difficult to respond quickly to all requests. Caltrans receives many complaints about brush on the highway.

Simple solutions such as education are less expensive ways to fix the problems

Signal going in at See Vee Lane near Dixon Lane Meadow Creek.

Work on RTP first but develop accident maps for bike and ped data to help with ATP grants.

Whitney Portal – It can be difficult to find parking at trailhead on peak days but public transit serving the trailhead is not justified. FLAP \$ for reconstruction. If operate transit to trailhead there is a perceived notion that the next step is to eliminate cars.

Rock Creek FLAP project – last mile is in Inyo County.

Pedestrian projects – Defer to schools for needs

Lone Pine – Loading/unloading

Other Public Comment

John Armstrong – East Side Velo

Generally we would like to see:

- more share the road signage,
- designated bike lanes,
- bike routes to school within towns,
- smooth road surfaces (not the chip seal Inyo County seems to be using in Round Valley already)
- an awareness of the new 3 feet for safety rule in California being promoted within the county
- Protection of cyclists from the newly proposed Adventure Trails operators whereby ATV's will be able to drive on city and county streets and roads.
- Dialogue with motorists in Round Valley to emphasize the sharing of the road and the rights and responsibilities of both cyclists and motorists.

Appendix E
LOS Description

LEVELS OF SERVICE

The “level of service” (LOS) is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. Each of six levels is given a letter designation from A to F. LOS A represents the best operating conditions and LOS F the worst.

Level of Service Definitions

In general, the various levels of service are defined as follows for uninterrupted flow facilities:

- **Level of Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- **Level of Service B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- **Level of Service C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
- **Level of Service D** represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- **Level of Service E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- **Level of Service F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level of service F is an appropriate designation for such points.

Appendix F
Accidents

Inyo County Auto/Motorcycle Accidents - 2013

Letter	Color	#	Victim	Type	other/type	Date	Time	Light	Surface	Town	Location		Street	Killed	#	Severity	#	Victim	HHBD	other
											Street	Street								
S	Y	1	Auto	Solo/Ran off road		5/18/2013	13:30	Daylight	Dry	Death Valley	Artists Dr	Badwater Rd			1	Oth Vis				x
S	Y	2	Motorcycle	Solo/Overturn		1/4/2013	15:14	Daylight	Dry	Death Valley	Badwater Rd	Harry Wade Rd			1	Severe				x
S	Y	3	Auto	solo/fixed Obj/Ran off road		3/1/2013	5:20 PM	Daylight	Dry	Death Valley	Badwater Rd	Natural Bridges			1	Comp Pn				x
S	Y	4	Auto	solo/Ran off road/Overturned		2/16/2013	25:00?	Daylight	Dry	Death Valley	Badwater Rd	RT 190			1	Severe				IMP UNK
C	Y	5	Motorcycle	Autohead on		7/29/2013	21:04	Dark-ST	Dry	Bishop	Barlow Lane	Bar L Ln			1	Oth Vis				HBD-UI
S	R	6	Auto	Solo/Fix Object		4/12/2013	8:09	Daylight	Dry	Benton?	Benton Crossing	Scriber Ln			1	Oth Vis				x
S	Y	7	Motorcycle	Solo/Ran off road/Overturned		4/6/2013	17:00	Daylight	Dry	Bishop	Blr Rd	Blr Rd		Y	1	Severe				HBD-UI
F	R	8	Auto	Solo/Fixed Obj/Ran off road		1/31/2013	23:05	Dark-NO	Dry	Bishop	Brockman Lane	168			2	Comp Pn				HBD-UI
S	R	9	Auto	Solo/Fixed Obj/Ran off road		10/14/2013	14:55	Daylight	Dry	Bishop	Buttermilk Rd	168			1	Oth Vis				HBD-UI
S	R	10	Auto	Parked Cars		7/13/2013	3:57	Dark-NO	Dry	Bishop	Buttermilk Rd	168			1	Oth Vis				x
S	Y	11	Auto	Other Obj		12/24/2013	12:00	Daylight	Dry	Death Valley	Dantes View Rd	190			1	Severe				x
S	Y	12	Motorcycle	Solo/Overturn		11/3/2013	10:00	Dark-NO	Dry	Lone Pine	Dirt Rd	Thundercloud			1	Severe				x
S	Y	13	Auto	Solo/Fix Object/overturned		4/12/2013	5:00	Dawn	Dry	Bishop	E line	3rd St			1	Comp Pn				x
C	Y	14	Auto	Auto		12/9/2013	14:35	Daylight	Dry	Bishop	Gerkin Rd	Sierra Bonita			1	Severe				x
S	Y	15	Motorcycle	Solo/Parked Car		7/2/2013	4:50	Dark-NO	Dry	Bishop	Glacier Lodge Rd	Mc Murry			1	Comp Pn				x
S	Y	16	Auto	Solo/Fixed Obj		9/8/2013	17:55	Daylight	Dry	Big Pine	Whitney Portal	Hogback Creek			1	Comp Pn				x
S	Y	17	Auto	Solo/Fixed Obj		7/26/2013	20:15	Dark-NO	Wet	Lone Pine	N Main	905 N Main			1	Comp Pn				x
C	Y	18	Auto	Auto		9/5/2013	10:08	Daylight	Dry	Bishop	N Main	Academy St			1	Comp Pn				x
C	Y	19	Auto	Auto		3/30/2013	15:13	Daylight	Dry	Bishop	N Main	E Elm St			1	Comp Pn				x
C	Y	20	Auto	Auto		1/5/2013	14:29	Daylight	Dry	Bishop	N Main	E Elm St			1	Comp Pn				x
S	R	21	Auto	Solo		9/9/2013	23:45	Dark-ST	Dry	Bishop	N PA HA Ln	Diaz Ln			1	Comp Pn				HBD-UI
S	Y	22	Auto	Solo/Ran off Rd/Overturn		3/30/2013	15:30	Daylight	Dry	Death Valley	Natural Bridges	Badwater Rd			2	Severe				x
S	Y	23	Motorcycle	Solo		12/2/2013	13:15	Daylight	Dry	Death Valley	Old Spanish	Furnace Creek			1	Severe				x
S	Y	24	Auto	Solo/Fixed Object		5/17/2013	10:10	Daylight	Dry	Bishop	Pa Ma Ln	E Birch St			1	Oth Vis				x
S	Y	25	Auto	Solo/Overturned		6/15/2013	19:15	Daylight	Dry	?	Pahrump Dry	Virginia St			1	Severe				x
S	Y	26	Motorcycle	Solo/Overturned		1/18/2013	12:50	Dark-NO	Dry	Death Valley	Panamint Valley Rd	RT 190			1	Comp Pn				x
C	Y	27	Auto	Auto		3/20/2013	7:50	Daylight	Dry	Bishop	Pine Creek Rd	395			3	Comp Pn				x
S	Y	28	Auto	Solo/Fixed Obj/Ran off road		8/18/2013	20:40	Dark-NO	Wet	Bishop	Poleta Rd	Laws Poleta Rd			1	Comp Pn				x
C	R	29	Auto	Auto		10/9/2013	9:45	Daylight	Dry	Bishop	Poleta Rd	River Rd			3	Comp Pn				HBD-UI
S	Y	30	Auto	Solo/Overturn		12/27/2013	15:00	Daylight	Dry	Death Valley	Racetrack Rd	Ubehebe Rts			3	Comp Pn				x
S	R	31	Auto	Solo/Overturn		6/6/2013	17:40	Daylight	Dry	Bishop	River Rd	Poleta Rd			1	Oth Vis				HBD-UI
S	Y	32	Auto	Solo/Overturn		4/28/2013	15:30	Daylight	Dry	Death Valley	RT 127	Postmile 10.48			2	Severe				x
S	Y	33	Auto	Solo/Overturned		6/13/2014	7:00	Daylight	Dry	Death Valley	RT 127	RT 178			1	Oth Vis				x
S	Y	34	Auto	Solo/Ran off Rd/Overturn		8/31/2013	22:00	Dark-NO	Wet	SE of Death Valley	RT 127	RT 190			1	Oth Vis				x
S	R	35	Auto	Solo/Fixed Obj		4/29/2013	16:00	Dark-NO	Dry	Death Valley	Tecopa	RT 127			1	Comp Pn				IMP UNK
C	Y	36	Auto	Solo/Fixed Obj		6/14/2013	12:00	Daylight	Dry	Bishop	RT 168	Barlow Ln			1	Comp Pn				IMP UNK
S	R	37	Auto	Parked Auto		7/21/2013	17:40	Daylight	Dry	Bishop	RT 168	Barlow Ln			1	Oth Vis				x
S	R	38	Auto	Solo/Ran off Rd/Overturn		10/18/2013	20:25	Dark-NO	Dry	BFE	RT 168	Deep Springs Rd			1	Severe				HBD-UI
S	Y	39	Auto	Solo/Fixed Obj		5/19/2013	7:56	Daylight	Dry	Bishop	RT 168	Home St			1	Comp Pn				x
C	Y	40	Auto	Auto		3/20/2013	16:05	Daylight	Dry	Bishop	RT 168	Pa Ha Ln			4	Comp Pn				x
C	Y	41	Auto	Auto		8/27/2013	17:10	Daylight	Dry	Bishop	RT 168	Pa Ha Ln			2	Comp Pn				x
C	Y	42	Auto	Auto		11/5/2013	12:50	Daylight	Dry	Bishop	RT 168	Pa Ha Ln			2	Comp Pn				x
C	Y	43	Auto	Auto		9/17/2013	10:15	Daylight	Dry	Bishop	RT 168	Pa Me Ln			2	Comp Pn				x
C	Y	44	Auto	Auto		7/2/2013	13:49	Daylight	Dry	Bishop	RT 168	Tu Su Ln			1	Comp Pn/Oth V				x
C	Y	45	Auto	Auto		3/10/2013	17:27	Daylight	Dry	Bishop	RT 168	USFS Visitor Center			1	Oth Vis				x
S	R	46	Auto	Solo/Fixed Obj/Ran off road		5/18/2013	13:16	Daylight	Dry	Bishop	RT 168	White Mountain Rd			1	Comp Pn				HBD-UI
F	Y	47	Auto	Solo/Ran off Rd/Overturn		7/4/2013	16:25	Daylight	Dry	Death Valley	RT 168	White Mountain Rd		x	1	Oth Vis				HBD-UI
S	Y	48	Motorcycle	Solo/Overturn		9/9/2013	15:30	Daylight	Dry	Death Valley	RT 168	White Mountain Rd			3	Oth Vis				IMP UNK
C	R	49	Auto	Auto		2/17/2013	20:30	Dark-NO	Dry	SE of Death Valley	RT 178	CHICAGO VALLEY Rd			1	Oth Vis				x
S	Y	50	Auto	Solo/Ran off road/Other Obj		2/16/2013	8:50	Daylight	Dry	SE of Death Valley	RT 178	CHICAGO VALLEY Rd			1	Oth Vis				x
S	Y	51	Auto	Solo/Fixed Obj		1/14/2013	16:00	Daylight	Dry	SE of Death Valley	RT 178	NEVADA STATE line			1	Oth Vis				x
S	Y	52	Auto	Solo/Overturn		3/14/2013	15:30	Daylight	Dry	Death Valley	RT 178	RT 127			3	Oth Vis				x
S	Y	53	Auto	Solo/Overturn		6/25/2013	7:30	Daylight	Dry	Death Valley	RT 178	RT 127			3	Oth Vis				x
S	R	54	Auto	Solo/Ran off Rd/Overturn		2/1/2013	10:05	Daylight	Dry	Death Valley	RT 190	Bad Water Rd			2	Severe				HBD-UI/Drugs
S	R	55	Auto	Solo/Ran off Rd/Overturn		5/22/2013	19:45	Dusk/Dawn	Dry	Death Valley	RT 190	Bad Water Rd			1	Oth Vis				HBD-UI

Key: HHBD = Had Not Been Drinking, UNK = Unknown, UI = Under the Influence, IMP = Impairment, Comp Pn = Complained of Pain, Oth Vis = Other Visible Injury
Source: SWITRS, 2014

Inyo County Auto/Motorcycle Accidents - 2013

Page 2

Letter	Color	#	Victim	Type	other/type	Date	Time	Light	Surface	Town	Location	Street	Killed	#	Severity	#	HNBD	
																	Victim	other
S	Y	56	Auto	Solo/Ran off road/Other Obj		8/1/2013	18:15	Daylight	Dry	Death Valley	RT 190	Bad Water Rd			Oth Vis	1		Falg
S	Y	57	Motorcycle	Solo/Ran off road/Other Obj		5/25/2013	16:15	Daylight	Dry	Benton	RT 190	Benton			Comp Pn	1		X
S	Y	58	Auto	Solo/Ran off road/Other Obj		5/23/2013	16:00	Daylight	Dry	Benton	RT 190	Cow Creek			Oth Vis	1		X
S	Y	59	Auto	Solo/Ran off road/Overturn		12/17/2013	10:10	Daylight	Dry	Benton	RT 190	Cow Creek			Severe	1		X
S	Y	60	Auto	Solo/Ran off road/Fixed Obj		2/9/2013	7:35	Dark-No	Dry	Benton	RT 190	Derwin Rd			Comp Pn	1		X
S	Y	61	Motorcycle	Auto		6/6/2013	23:58	Daylight	Dry	Benton	RT 190	MOSAIC CANYON			Oth Vis	1		X
S	Y	62	Auto	Solo/Ran off road/Fixed Obj		5/25/2013	14:50	Dark-No	Dry	Benton	RT 190	RT 127			Comp Pn	1		IMP UNK
S	Y	63	Auto	Solo/Fixed Obj		7/2/2013	21:30	Dark-No	Dry	Benton	RT 190	RT 127			Comp Pn	1		HBD-NUI
S	R	64	Auto	Solo/Ran off road/Fixed Obj		2/14/2013	15:00	Daylight	Dry	Benton	RT 190	Ryan Rd			Oth Vis	1		Drugs
S	Y	65	Motorcycle	Solo/Ran off road/Other Obj		10/18/2013	16:30	Daylight	Dry	Benton	RT 190	Ryan Rd			Oth Vis	1		X
S	Y	66	Auto	Solo/Fixed Obj		5/19/2013	12:00	Daylight	Dry	Benton	RT 190	Scotxys Castle			Severe	2		X
S	R	67	Auto	solo/overturn		6/29/2013	20:35	Dusk/Dawn	Dry	Benton	RT 190	TRONA WILDROSE			Severe	1		HBD-UI
S	Y	68	Auto	solo/overturn		4/19/2013	2:42	Dark-no	Dry	Benton	RT 395	ASH CREEK RD			Oth Vis	1		X
S	Y	69	Auto	solo/overturn		7/2/2013	12:10	Daylight	Dry	Benton	RT 395	ASH CREEK RD			Comp Pn	1		X-Falg
S	R	70	Auto	Solo/Fixed Obj		4/4/2013	6:45	Daylight	Dry	Benton	RT 395	BARTLETT RD			Comp Pn	1		Drugs
S	Y	71	Auto	Solo/Ran off road/Fixed Obj		2/16/2013	17:15	Daylight	Dry	Benton	RT 395	BROCKMAN LN			Oth Vis	1		X-Falg
S	Y	72	Auto	Auto		7/7/2013	13:01	Daylight	Dry	Benton	RT 395	CACTUS FLATS			Oth Vis	3		X-Falg
S	Y	73	Motorcycle	Solo/Ran off Rd/Overturn		4/12/2013	18:50	Daylight	Dry	Benton	RT 395	CHARCOAL KILNS			Oth Vis	1		X
S	Y	74	Auto	Solo/Ran off Rd/Overturn		6/24/2013	23:52	Dark-no	Dry	Benton	RT 395	Coso Junction			Severe	1		X
S	Y	75	Auto	Solo/Ran off Rd/Overturn		8/3/2013	16:11	Daylight	Dry	Benton	RT 395	DIVISION CREEK			Oth Vis	2		X
S	Y	76	Auto	Solo/Overturn		3/27/2013	13:58	Daylight	Dry	Benton	RT 395	DUMP RD			Comp Pn	2		X
S	Y	77	Auto	Auto		8/14/2013	11:46	Daylight	Dry	Benton	RT 395	FALL RD			Comp Pn	1		X
S	Y	78	Auto	Auto		10/28/2013	11:30	Daylight	Dry	Benton	RT 395	Fort Rd			Comp Pn	2		X
S	Y	79	Auto	Solo/Overturn		8/4/2013	16:00	Daylight	Dry	Benton	RT 395	Fort Rd			Comp Pn	1		X
S	Y	80	Auto	Solo/fixed obj		6/10/2013	16:35	Daylight	Dry	Benton	RT 395	Gorge Rd			Oth Vis	1		X
S	Y	81	Auto	Auto		10/22/2013	19:10	Dark-no	Dry	Benton	RT 395	Gorge Rd			Oth Vis	2		X-Falg
S	Y	82	Auto	Solo/Ran off Rd		7/1/2013	16:35	Daylight	Wet	Benton	RT 395	Haiwee Rd			Comp Pn	1		X
S	Y	83	Auto	Solo/Ran off Rd/Overturn		7/27/2013	7:18	Daylight	Wet	Benton	RT 395	Lubken Canyon			Comp Pn	1		X
S	Y	84	Auto	Auto		12/20/2013	12:52	Daylight	Dry	Bishop	RT 395	Maclver St			Oth Vis	5		X-Falg
S	Y	85	Auto	Solo/Hit Obj		2/4/2013	14:00	Daylight	Dry	Bishop	RT 395	Manzanar			Comp Pn	1		X
S	Y	86	Auto	Solo/Overturn		5/3/2013	22:34	Dark-no	Dry	Bishop	RT 395	PANGBORNE LN			Oth Vis	1		X-Falg
C	Y	87	Auto	Auto		4/1/2013	7:44	Daylight	Dry	Bishop	RT 395	Pearson Rd			Comp Pn	2		X-Falg
C	Y	88	Auto	Auto		11/14/2013	17:09	Dark-no	Dry	Bishop	RT 395	PEARSONVILLE			Oth Vis	1		X
S	Y	89	Auto	Solo/Ran off Rd/Overturn		11/22/2013	15:05	Daylight	Snow/Ice	Bishop	RT 395	S CINDER RD			Oth Vis	1		X
S	Y	90	Auto	Auto		7/18/2013	14:10	Daylight	Dry	Bishop	RT 395	Haiwee Rd			Comp Pn	1		X
S	Y	91	Auto	Solo/Ran off Rd/Overturn		3/16/2013	8:00	Daylight	Dry	Bishop	RT 395	TABOOSE CREEK			Comp Pn	1		X
C	Y	92	Auto	auto x2		8/19/2013	13:00	Daylight	Dry	Bishop	RT 395	WALNUT ST			Comp Pn	1		X
C	Y	93	Auto	Auto		8/15/2013	19:58	Dusk/Dawn	Dry	Bishop	RT 395	WARM SPRINGS			Comp Pn	1		X
S	R	94	Auto	solo/fixed obj		2/12/2013	1:00	Dark-no	Dry	Bishop	RT 6	WYER RD			Oth Vis	1		HBD-UI
C	Y	95	Auto	Auto		7/21/2013	17:40	Daylight	Dry	Bishop	RT 6	WYER RD			Comp Pn	1		X
C	Y	96	Auto	Solo/Ran off Rd/Overturn		3/1/2013	16:09	Daylight	Dry	Bishop	RT 6	WYER RD			Comp Pn	1		X
S	Y	97	Auto	Auto		8/19/2013	10:03	Dusk/Dawn	Dry	Bishop	Ryan Rd	Lagoon St			Oth Vis	1		X
S	R	98	Auto	Solo/Overturn		3/24/2013	5:00	Dusk/Dawn	Dry	Bishop	S WARREN ST	Lagoon St			Comp Pn	1		X
S	Y	99	Auto	Solo/Ran off Rd/Hit Obj		5/23/2013	17:45	Daylight	Dry	Bishop	SCOTTYS CASTLE	grapevine			Oth Vis	1		HBD-UI
S	Y	100	Motorcycle	Solo/Overturn		5/26/2013	12:45	Daylight	Dry	Bishop	SCOTTYS CASTLE	RT 190			Comp Pn	1		X
C	Y	101	Auto	Auto		8/25/2013	9:30	Daylight	Dry	Bishop	See Vee Ln	RT 190			Severe	1		X
S	Y	102	Auto	Solo/Overturn		3/16/2013	11:08	Daylight	Dry	Bishop	Diaz Ln	RT 127			Comp Pn	1		X
S	Y	103	Auto	Solo/Overturn		1/11/2013	21:12	Dark-No	Dry	Bishop	Starline Rd	RT 127			Comp Pn	1		X
S	Y	104	Auto	Solo/Ran off Rd/Overturn		12/21/2013	20:04	Dark-No	Dry	Bishop	TRONA WILDROSE	Airport Rd			Oth Vis	1		X
S	Y	105	Auto	Solo/Ran off Rd/Overturn		6/1/2013	17:18	Daylight	Dry	Bishop	TRONA WILDROSE	Ballarat Rd			Severe	1		X
S	R	106	Auto	Solo/Overturn		4/30/2013	20:00	Dusk/Dawn	Dry	Bishop	TRONA WILDROSE	Homeood			Oth Vis	1		X
S	Y	107	Motorcycle	Solo/Overturn		5/19/2013	19:35	Dusk/Dawn	Dry	Bishop	Unnamed Dirt Road	Reata Rd			Comp Pn	1		HBD-UI
S	Y	108	Auto	Solo/Ran off Rd/Hit Obj		8/5/2013	16:40	Daylight	Dry	Bishop	Unnamed Dirt Road	LEIGHTON LN			Comp Pn	1		X
C	Y	109	Auto	Auto		11/14/2013	10:29	Daylight	Dry	Bishop	Unnamed Dirt Road	WHITE MOUNTAIN			Oth Vis	1		X
C	Y	110	Auto	Auto		9/19/2013	13:11	Daylight	Dry	Bishop	W SOUTH ST	Home St			Comp Pn	1		X
C	Y	111	Auto	Auto		1/23/2013	9:35	Daylight	Dry	Bishop	WEST LINE	Fort Rd			Comp Pn	1		X
C	Y										Willow Ln				Oth Vis	4		X

Key: HNBD = Had Not Been Drinking, UNK = Unknown, UI = Under the influence, IMP = Impairment, Comp Pn = Complained of Pain, Oth Vis = Other Visible Injury
Source: SWITRS, 2014

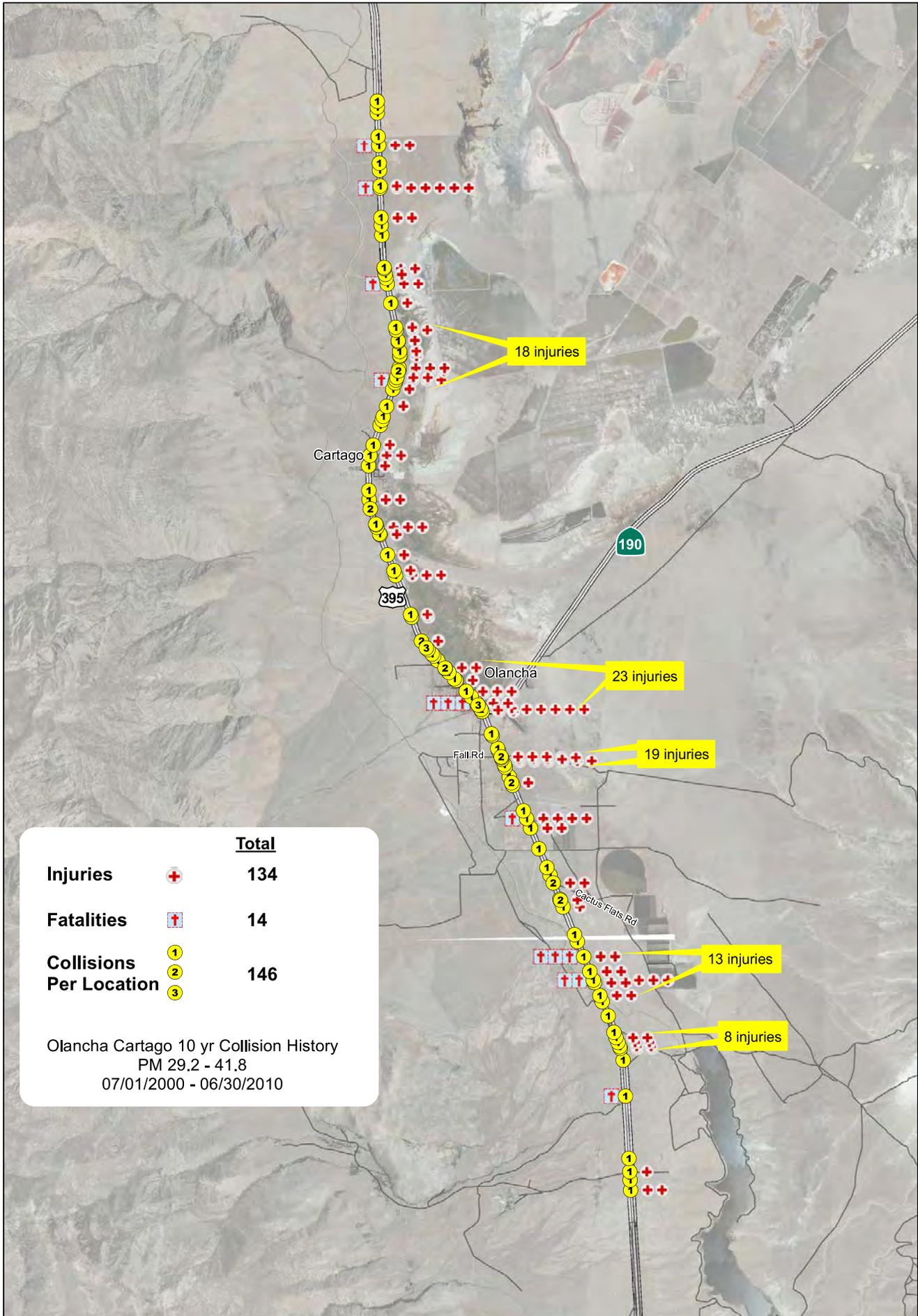
Inyo County Bicycle and Pedestrian Accidents - 2010 to 2013

Circle	Color	Type		Date	Location		Town	Street	Street	Severity	Victim	HNBD	
		Victim	other		Victim	other							
P	Y	1	Ped	1/22/2013	Bishop	Barlow Ln		Barlow Ln		Severe	x		x
P	Y	2	Ped/Bike	8/8/2013	Bishop	N Main		Park Ave		Comp PN	x		x
B	Y	3	Bike	4/22/2013	Bishop	Academy Av		Academy Av		Comp PN	x		x
B	Y	4	Auto	1/4/2013	Death Valley	Badwater rd		Natural Bridges Rd		Severe	x		x
B	Y	5	Fixed object	10/14/2013	Bishop	Rt 168		Pa Ha Lane		Severe	x		x
B	Y	6	Solo Crash	10/2/2013	Bishop	Rt 168		Pa Me Lane		Oth Vis	x		n/a
B	Y	7	Auto	5/6/2013	Bishop	Rt 168		Pioneer Lane		Oth Vis	x		x
B	Y	8	Auto	2/6/2013	Death Valley	RT 190		Badwater rd		Oth Vis	x		IMP UNK
B	Y	9	Motorcycle	3/3/2013	Just West of Death Valley	RT 190		RT 127		Severe	x		IMP UNK
B	Y	10	Auto	6/9/2013	Bishop	RT395		Barlow Ln		PDO	x		x
P	Y	11	Ped	4/17/2012	Bishop	N Main		N Main 688		Comp PN	x		x
P	Y	12	Auto	8/4/2012	Independence	Onion Valley Rd		Onion Valley Rd		Severe	x		x
P	Y	13	Auto/Paraked Auto	4/26/2012	Independence	Onion Calley Campground		Black Rock Springs Rd		Oth Vis	x		x
P	Y	14	Ped	5/25/2012	Bishop	SR395		Schiley St		Comp PN	x		x
B	Y	15	Auto	3/13/2012	Bishop	Main St		Grove St		Oth Vis	x		x
B	Y	16	Auto	8/4/2012	Bishop	N Main St		Academy Av		Comp PN	?		x
B	Y	17	Auto	7/24/2012	Bishop	N Main St 562		N Main St		Comp PN			x
B	Y	18	Auto	3/28/2012	Bishop	N Main St		Park Ave		Comp PN	x		x
B	R	19	Solo Crash	4/8/2012	Bishop	RT 168		Shepard Lane		Severe	HBD-UI		x
B	Y	20	Auto	7/19/2012	Bishop	Snedden		Clarke		Oth Vis	x		x
B	Y	21	Auto	8/2/2012	Bishop	Willow St		N 3rd St		Comp PN			x
B	Y	22	Ped	6/9/2011	Bishop	W Line St		Edwards St		Oth Vis	x		x
B	Y	23	Bike	5/4/2011	Bishop	E Line St		1st St		Comp PN	x		x
B	Y	24	Auto	6/11/2011	Bishop	N Main		E Elm		PDO	x		x
B	Y	25	Auto	4/1/2011	Bishop	N Main		N Main		Oth Vis			x
B	Y	26	Auto	5/29/2011	Bishop	N Main		Yaney		PDO	x		x
B	R	27	Parked Auto	7/2/2011	Manznanar	SR 395		Manznanar		Oth Vis	x		x
B	Y	28	Auto	4/29/2011	Bishop	SR 395		Vagabond Inn		PDO	HBD-UNK		x
B	Y	29	Auto	1/21/2011	Bishop	SR 395		Warm Springs		Oth Vis	x		x
B	Y	30	Auto	9/14/2011	Bishop	SR 395		Warm Springs		Comp PN	x		x
B	Y	31	Auto	9/26/2011	Lone Pine	S Flower		W Line		Severe	x		x
P	R	32	Auto	12/19/2010	Bishop	Whitney Portal Rd		Tuttle Creek Rd		Severe	x		HBD-UI
P	Y	33	Auto	5/28/2010	Bishop	Barlow Lane		Line St		Severe	x		x
P	Y	34	Auto	4/19/2010	Big Pine	SR 395		N Warren St		Oth Vis	x		HBD-NUI
P	Y	35	Auto	5/21/2010	Bishop	S Warren St		Crocker Ave		Severe	x		x
P	Y	36	Auto	12/1/2010	Bishop	Tu-Su Lane		Lagoon St		Oth Vis	x		x
P	Y	37	Auto	11/13/2010	Bishop	Willow St		Diaz lane		Oth Vis	x		x
B	Y	38	Solo Crash	3/27/2010	Death Valley	Dantes View Rd		N Main		Comp PN			x
B	Y	39	Auto	1/5/2010	Bishop	Grove St		RT 190		Severe	x		x
B	Y	40	Solo Crash	9/4/2010	Lone Pine	Movie Flat Road		RT 395		Oth Vis	x		x
B	R	41	Auto	11/28/2010	Death Valley	RT 127		Whitney Portal Rd		Severe	x		x
B	R	42	Auto	6/23/2010	Bishop	RT 395		RT 190		Severe	HBD-UI		x
B	Y	43	Auto	11/13/2010	Bishop	RT 395		Black Rock Mine Rd		Comp PN	x		IMP UNK
								Park Ave		Comp PN			x

Key: HNBD = Had Not Been Drinking, UNK = Unknown, UI = Under the Influence, IMP = Impairment, Comp PN = Complained of Pain, Oth Vis = Other Visible Injury
Source: SWITRS, 2014

Appendix G
US 395 10Year Collision History

Ten Year Collision History



		<u>Total</u>
Injuries	+	134
Fatalities	†	14
Collisions	①	146
Per Location	②	
	③	

Olancha Cartago 10 yr Collision History
 PM 29.2 - 41.8
 07/01/2000 - 06/30/2010



Appendix H
Bridge Inventory



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 09

09-INY-006

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Sidewalk Lt Rt				
_000.00			JCT RTE 395												
_000.45	48 0023	O	BISHOP CREEK	201		BIS	12.8	13.2	2	0		1937	1973	PPPPP	
_003.73	48 0024	O	OWENS RIVER	302		BIS	33.4	13.2	3	0		1949	1973	PPPPP	
_006.46	48 0038	O	LOWER MCNALLY CANAL	101		BIS	7.0	13.2	1	0		1949	1987	PPPPP	
_008.35			MONO CO LINE												

09-MNO-006

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Sidewalk Lt Rt				
_000.00			INYO CO LINE												
R017.96	47 0062	O	SPRING CANYON CREEK	201			44.0	13.1	4	0		2002		PPPPP	
_025.77			JCT RTE 120												
_032.59			NEVADA ST LINE												

09-MNO-108

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Sidewalk Lt Rt				
_000.00			TUOLUMNE CL												
_003.05	47 0061	O	SARDINE CREEK	501			15.0	10.5	1	0		2002		PPPPP	
_009.45	47 0016	O	WOLF CREEK	101			12.2	9.6	2	0		1941	1982	PPPPP	
_012.93	47 0020	O	WEST WALKER RIVER	205			45.7	8.8	3	0		1940		PPPPP	
_015.01	47 0064	O	LITTLE WALKER RIVER	319			7.6	19.5	2	0		1997		PPPPP	
_015.15			JCT RTE 395												
															END RTE 108

09-MNO-120

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Sidewalk Lt Rt				
_000.00			TUOLUMNE CL												
R003.71	47 0007	O	DODGE POINT SIDEHILL VIADUCT	302			25.0	10.4	3	0	0.6	0.6	1966		PPPPP
_013.37			JCT RTE 395												S ON 395
_013.37			BREAK IN ROUTE												AT 51.01
_013.38			BREAK IN ROUTE												AT 45.96
_013.38			JCT RTE 395												EAST ON 120
_058.99			JCT RTE 6												END RTE 120

09-INY-127

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Sidewalk Lt Rt				
_000.00			SAN BERNARDINO												CO LINE
_014.75			JCT RTE 178												
_016.25			JCT RTE 178												
_042.15			JCT RTE 190												
_049.42			NEVADA ST LINE												



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 09

09-INY-136

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			JCT RTE 395													
_002.67	48 0002	O	OWENS RIVER		201		25.0	13.2	3	0			1986		PPPPP	
_017.88			JCT RTE 190		END RTE 136											

09-MNO-158

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			JCT RTE 395													
_005.90	47 0055	O	RUSH CREEK		319		11.9	21.9	6	0			1963		PPPPP	
_006.99	47 0041	O	ALGER CREEK		101		5.3	9.2	1	0			1940		PPPPP	
_015.62			JCT RTE 395		END RTE 158											

09-INY-168

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			CAMP SABRINA													
R004.97	48 0045	O	POWER PLANT #3 PENSTOCK UC		319		11.9	0.0	1	0			1967		PPPPP	
_014.90	48 0066	O	BISHOP CREEK OVERFLOW		219	BIS	10.4	25.9	2	0			1985		PPPPP	
_015.40	48 0025	O	NORTH FORK BISHOP CREEK		101	BIS	7.9	13.2	1	0			1982		PPPPP	
_015.79	48 0028	O	SOUTH FORK BISHOP CREEK		101	BIS	6.4	13.2	1	0			1982		PPPPP	
_018.32			JCT RTE 395		R ON 395	BIS										
_018.32			BREAK IN ROUTE		AT 115.40											
_018.33			BREAK IN ROUTE		AT 100.80											
_018.33			JCT RTE 395		L ON 168											
R019.79	48 0061	O	OWENS RIVER		502		31.4	13.2	1	0			1974		PPPPP	
_054.70			MONO CO LINE													

09-MNO-168

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			INYO CO LINE													
_001.45			JCT RTE 266		END RTE 168											

09-INY-178

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			SAN BERNARDINO		CO LINE											
_042.92			JCT RTE 127		RT 127											
_042.92			BREAK IN ROUTE		AT 16.25											
_042.93			BREAK IN ROUTE		AT 14.75											
_042.93			JCT RTE 127		LT 178											
_062.19			NEVADA ST LINE													

Structure Name
or
Route Information



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 09

09-MNO-182

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			JCT RTE 395													
R006.20	47 0058	O	EAST WALKER RIVER				33.0	13.2	1	0			1996		PPPPP	
_012.65			NEVADA ST LINE													

09-INY-190

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_009.85			JCT RTE 395													
_019.36	48 0055	O	COSO WASH				25.0	10.5	3	0			1970		PPPPP	
_024.55			JCT RTE 136													
_140.69			JCT RTE 127													

09-MNO-203

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			MADERA CO LINE													
R008.56	47 0050L	U	ROUTE 395/203 SEPARATION				37.2	13.0	1	4.59			1969		PPPPP	
R008.56	47 0050R	U	ROUTE 395/203 SEPARATION				39.0	13.0	1	4.59			1969		PPPPP	
_008.67			JCT RTE 395													

09-INY-395

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min over Rdway	Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr						Lt	Rt				
_000.00			KERN CO LINE													
R005.12	48 0046R	O	FIVE MILE CANYON				51.8	12.7	2	0			1970		PPPPP	
R005.39	48 0051L	O	FIVE MILE CANYON				20.1	12.8	1	0			1948	1994	PPPPP	
R021.31	48 0015L	O	LOS ANGELES AQUEDUCT				10.4	13.4	1	0			1979		PPPPP	
R021.31	48 0015R	O	LOS ANGELES AQUEDUCT				12.8	12.6	1	0			1984		PPPPP	
R022.08	48 0064R	O	LOS ANGELES AQUEDUCT				11.6	12.5	1	0			1984		PPPPP	
_031.28	48 0010	O	LOS ANGELES AQUEDUCT				14.6	13.0	1	0			1928	1953	PPPPP	
_034.68			JCT RTE 190													
_042.02	48 0068L	O	ASH CREEK				15.9	13.0	1	0			2000		PPPPP	
_042.02	48 0068R	O	ASH CREEK				15.9	13.0	1	0			2000		PPPPP	
_044.00	48 0069L	O	COTTONWOOD CREEK				22.9	13.0	1	0			2000		PPPPP	
_044.00	48 0069R	O	COTTONWOOD CREEK				22.9	13.0	1	0			2000		PPPPP	
_055.93			JCT RTE 136													
R061.56	48 0070L	O	WHITE CANYON WASH				12.2	0.0	4	0			2000		PPPPP	
R062.80	48 0067L	O	ALABAMA SPILLWAY				10.9	12.9	1	0			1999		PPPPP	
R062.80	48 0067R	O	ALABAMA SPILLWAY				10.9	13.0	1	0			1999		PPPPP	
_065.64	48 0014L	O	LOS ANGELES AQUEDUCT				32.9	13.6	3	0			1948		PPPPP	
_065.71	48 0014R	O	LOS ANGELES AQUEDUCT				61.1	12.6	1	0			2010		PPPPP	
_089.34			8934 IS 8983													
_100.20	48 0036	O	BIG PINE CREEK				9.4	0.0	2	0			1993		PPPPP	
_100.82			JCT RTE 168													



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 09

09-INY-395

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_115.40			JCT RTE 168			BIS										
_116.15			JCT RTE 6													
_117.61	48 0016	O	NORTH FORK BISHOP CREEK	501		BIS	12.2	24.4	1	0	1.2	1.2	1971		PPPPP	
_119.60	48 0065	O	BISHOP CREEK OVERFLOW CHANNEL	219		BIS	8.8	34.6	2	0			1985		PPPPP	
R127.73	48 0063	O	LOWER ROCK CREEK	219		BIS	7.9	0.0	3	0			1975		PPPPP	
_129.44			MONO CO LINE													

09-MNO-395

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_000.00			INYO CO LINE													
R012.48	47 0052	O	CROOKED CREEK	319			8.8	97.0	1	0			1970		PPPPP	
R013.93	47 0048	U	SOUTH LANDING ROAD OC	205			61.9	13.0	2	4.67			1970		PPPPP	
_018.67			1867 IS 1934													
R024.96	47 0049R	O	MAMMOTH CREEK	204			23.5	13.0	3	0			1969		PPPPP	
R024.97	47 0049L	O	MAMMOTH CREEK	204			23.5	13.0	3	0			1969		PPPPP	
R025.73	47 0050L	O	ROUTE 395/203 SEPARATION	505			37.2	13.0	1	4.59			1969		PPPPP	
R025.73	47 0050R	O	ROUTE 395/203 SEPARATION	505			39.0	13.0	1	4.59			1969		PPPPP	
R025.74			JCT RTE 203													
_026.61			2661 IS 2697													
_040.34			JCT RTE 158													
R044.21	47 0057R	O	LOS ANGELES AQUEDUCT	501			14.9	13.0	1	0			1995		PPPPP	
_045.96			JCT RTE 120													
_046.24	47 0059L	O	RUSH CREEK	105			36.0	12.6	1	0			2002		PPPPP	
_046.24	47 0059R	O	RUSH CREEK	105			36.0	15.9	1	0			2002		PPPPP	
_046.40			JCT RTE 158													
_051.01			JCT RTE 120													
_058.16			JCT RTE 167													
_069.85			JCT RTE 270													
_076.21			JCT RTE 182													
_076.31	47 0013	O	EAST WALKER RIVER	201			25.9	12.2	3	0	1.5		1961	1972	PPPPP	
_076.89	47 0047	O	RICKEY DITCH OVERFLOW	101			6.7	13.2	1	0			1965	1991	PPPPP	
_079.03	47 0032	O	SOUTH BRANCH ROBINSON CREEK	119			7.0	13.0	2	0			1934	1992	PPPPP	
_079.17	47 0033	O	NORTH BRANCH ROBINSON CREEK	119			7.0	13.0	2	0			1934	1992	PPPPP	
_079.38	47 0036	O	MIDDLE BRANCH BUCKEYE CREEK	119			7.0	13.0	2	0			1934	1992	PPPPP	
_079.48	47 0034	O	NORTH BRANCH BUCKEYE CREEK	119			8.5	13.0	2	0			1934	1992	PPPPP	
_093.60			JCT RTE 108													
_095.18	47 0035	O	LITTLE WALKER RIVER	119			9.1	0.0	2	0			1987		PPPPP	
_095.40	47 0038	O	LITTLE WALKER RIVER	119			8.2	0.0	2	0			1987		PPPPP	
_096.00	47 0011	O	WEST WALKER RIVER	205			40.8	14.0	3	0			1987		PPPPP	
_107.11	47 0046	O	MILL CREEK	119			6.7	17.2	1	0			1964	1996	PPPPP	
_116.34	47 0056	O	ROADSIDE DRAINAGE DITCH	219			9.8	0.0	3	0			1989		PPPPP	



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 09

09-MNO-395

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P	
				Main	Appr					over Rdway	Rdway							
_116.97			JCT RTE 89															
_120.49			NEVADA ST LINE															



Structure Maintenance & Investigations

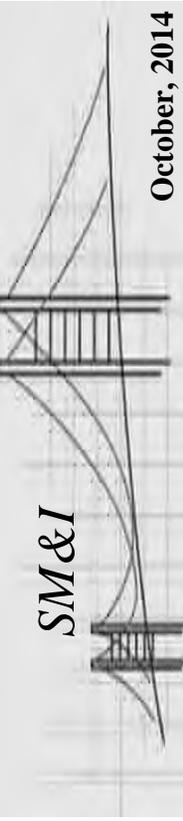
Local Agency Bridge List

Inyo County

District 09

County of Inyo

SM&I



October, 2014

Bridge Number	Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO	Suff Rating	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	Federal Aid System	On/Off Highway	Permit Rating
48C0002	PINE CREEK	PINE CREEK RD	4 MI W OF RTE 395 JCT	NBI Bridge		92.1	85.03		1983	205	2	9.8	10	On	Off	PPPPP
48C0003	OWENS RIVER	POLETA RD	3.1 MI E OF ROUTE 395	NBI Bridge		98.7	100		1987	656	2	9.8	31	On	Off	PPPPP
48C0004	OWENS RIVER	WARM SPRINGS RD	4.3 MI E OF RTE 395	NBI Bridge		98.9	97.11		1985	220	2	9.8	42	On	Off	PPPPP
48C0005	LOS ANGELES AQUEDUCT	MAZOURKA CYN RD	1.8 MI E OF RTE 395 JCT	NBI Bridge		85.5	98		1919	204	2	7.3	19	Off	Off	PPPPP
48C0009	LOS ANGELES AQUEDUCT	WHITNEY PORTAL RD	0.6 MI W OF RTE 395 JCT	NBI Bridge		58.6	70.04		1958	1224	2	8.6	13	On	Off	GGGGG
48C0010	ROCK CREEK	OLD SHERWIN GR RD	0.03 MI N/O GORGE ROAD	NBI Bridge		75.5	97.28		1937	520	2	9.6	8	Off	Off	OOOOO
48C0011	LOS ANGELES AQUEDUCT	CARROLL CRK RD	0.4 MI W OF RTE 395 JCT	NBI Bridge		66.9	86.33		1927	50	2	6.8	11	Off	Off	OOOOO
48C0012	BISHOP CREEK	E BISHOP CREEK RD	1.9 MI SW RTE 168 JCT	NBI Bridge		94.5	74.92		1990	50	2	8.5	12	Off	Off	PPPPP
48C0013	LOS ANGELES AQUEDUCT	TUTTLE CREEK RD	1.1 MI S WHTNY PORTAL RD	NBI Bridge		100.0	95.54		1981	153	2	8.5	15	Off	Off	PPPPP
48C0014	LONE PINE CREEK	WHITNEY PORTAL RD	0.8 MI W OF RTE 395 JCT	NBI Bridge		60.7	90		1970	1224	2	8.2	11	On	Off	PPPPP
48C0015	BIG PINE CREEK	GLACIER LODGE RD	3.8 MI W OF ROUTE 395	NBI Bridge		89.2	87.34		1987	510	2	9.8	16	On	Off	PPPPP
48C0016	BIG PINE CREEK	GLACIER LODGE RD	2.6 MI W OF ROUTE 395	NBI Bridge		89.3	97.36		1987	500	2	9.8	12	On	Off	PPPPP
48C0021	PINE CREEK	PINE CREEK RD	8.3 MI W OF RTE 395	NBI Bridge		92.1	93.62		1989	200	2	9.8	11	On	Off	PPPPP
48C0023	PINE CREEK	OLD SHERWIN GRADE	.04 MI S OF BIRCHIM LANE	NBI Bridge		75.7	94.34		1937	520	2	9.6	8	On	Off	OOOOO
48C0024	LOS ANGELES AQUEDUCT	LUBKEN CANYON ROAD	0.1 MI W OF ROUTE 395	NBI Bridge		99.9	79.11		1991	100	2	8.5	18	On	Off	PPPPP
48C0027	NORTH FORK BISHOP CREEK	BARLOW LN	0.2 MI S OF RTE 395	NBI Bridge		99.9	100		1983	1100	2	12.2	11	On	Off	PPPPP
48C0028	SOUTH FORK BISHOP CREEK	PA-HA LANE	0.2 MI N OF RTE 168	NBI Bridge		99.9	97.83		1990	700	2	9.9	7	Off	Off	PPPPP
48C0031	OWENS RIVER	ABERDEEN STATION R	0.8 MI E OF RTE 395 JCT	NBI Bridge		84.9	97.8		1984	75	1	4.3	24	Off	Off	PGGGG
48C0032	OAK CREEK	BELL ACCESS RD	0.1 MI E of BELL ACCESS RD	NBI Bridge	FO	59.5	97.57		1940	50	1	4.9	8	Off	Off	PPPPP
48C0035	LOS ANGELES AQUEDUCT	COTTONWOOD POW RD	0.6 MI W OF RTE 395 JCT	NBI Bridge		51.7	85.89		1927	50	1	4.3	11	Off	Off	OOOOO
48C0036	LOS ANGELES AQUEDUCT	COTTONWOOD RD	0.5 MI W OF RTE 395 JCT	NBI Bridge		52.7	85.89		1927	50	1	4.3	11	Off	Off	OOOOO
48C0037	LOS ANGELES AQUEDUCT	ASH CREEK RD	0.8 MI W OF RTE 395 JCT	NBI Bridge		51.7	85.89		1927	50	1	4.3	11	Off	Off	OOOOO
48C0038	LOS ANGELES AQUEDUCT	FALL RD	0.9 MI W OF RTE 395 JCT	NBI Bridge		51.7	88.43		1927	50	1	4.3	11	Off	Off	OOOOO
48C0039	LOS ANGELES AQUEDUCT	WALKER CREEK RD	0.5 MI W OF RTE 395 JCT	NBI Bridge	FO	47.6	92.75		1927	50	1	2.8	11	Off	Off	OOOOO



Structure Maintenance & Investigations

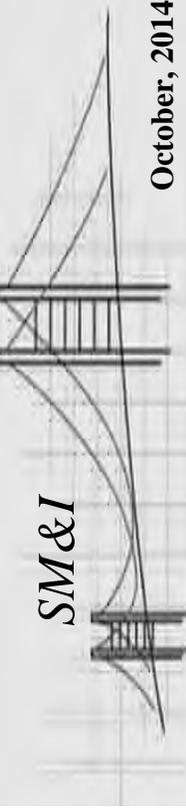
Local Agency Bridge List

Inyo County

District 09

County of Inyo

Bridge Number	Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Suff Rating	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	On/Off Federal Aid System	On/Off NHS Highway	Permit Rating
48C0040	BIG PINE CREEK CANAL	REYNOLDS ROAD	0.1 MI W OF RTE 395	JCT NBI Bridge		97.0	97.21		1965	475	2	10.9	12	On	Off	PPPPP
48C0041	PINE CREEK	PINE CREEK ROAD	9.5 MI W OF RTE 395	JCT NBI Bridge		86.7	67		1984	200	2	7.3	12	On	Off	PPPPP
48C0043	BISHOP CREEK BYPASS CNL	DIXON LANE	0.2 MI E BROCKMAN LANE	NBI Bridge		99.9	100		1983	1200	2	12.1	10	Off	Off	PPPPP
48C0044	PINE CREEK	N ROUND VALLEY RD	0.1 MI N PINE CREEK RD	NBI Bridge		98.9	97.58		1987	350	2	9.8	8	Off	Off	PPPPP
48C0045	LOS ANGELES AQUEDUCT	MANZANAR-REWARD RD	0.6 mi E/o Rte 395	NBI Bridge		99.9	92.71		1996	100	2	8.5	22	Off	Off	PPPPP
48C0046	LOS ANGELES AQUEDUCT	MOFFAT RANCH RD	0.3 km W. of Rte 395	NBI Bridge		99.9	94.47		1996	150	2	8.5	24	Off	Off	PPPPP
48C0047	OWENS RIVER	FIVE BRIDGES ROAD	1.6 mi N. of Rte 6	NBI Bridge	SD	96.8	66.59		1999	500	2	9.1	30	On	Off	PPPPP
48C0048	BISHOP CREEK CANAL	RIVERSIDE RD	0.7 MI E BROCKMAN LANE	NBI Bridge		100.0	100		2011	80	2	8.5	15	Off	Off	PPPPP
48C0049	BISHOP CREEK	SABRINA ROAD	0.3 MI W OF RTE 168	JCT NBI Bridge		88.3	100		2013	600	2	8.9	26	Off	Off	PPPPP



October, 2014

Appendix I
Tribal Transportation Needs

Bishop Paiute Reservation

Summary of Transportation Needs

Transportation needs on the Bishop Reservation are largely focused on opportunities for improved bicycle and pedestrian travel. Due to a higher than average volume of DUI infractions, a significant number of Tribal members do not possess valid driving licenses and are reliant on bicycles for their mobility. Additional transportation needs and gaps are related to public transportation travel.

Public Transportation Needs

The most significant transit need is the addition of more bus stops with shelters at locations adjacent to economic development and social service facilities on the Reservation.

School Transportation

- West Line Street, which Reservation students utilize to gain access to schools in the City of Bishop, does not have any established sidewalks most of its length.
- Some students also walk along the “Indian Trail”, an informal pathway that cuts across a Tribal conservation area of dedicated open space.

Seniors

The Bishop Paiute Tribe – Elders Program’s vehicles are not wheelchair accessible.

Bicycle and Pedestrian Needs

- There are no dedicated bikeways on the Reservation.
- There are no bicycle storage lockers, secure bicycle storage enclosures, or bicycle racks at Eastern Sierra Transit Authority bus stops.
- Reservation streets currently lack sidewalks and paved shoulders, causing non-motorized travelers to be exposed to vehicle traffic.
- There is a significant need for sidewalks along high-activity areas such as the Community Center and Tribal Government Center for pedestrian travel.
- The existing City of Bishop sidewalk along the north side of State Highway 168 (West Line Street) should be extended to connect with the Reservation so pedestrians need not walk on the shoulder.
- Animal (dog) control is a significant safety and comfort issue for bicycling and walking within the Reservation.

Bishop Paiute Indian Tribe - A Traffic Safety Evaluation

The 2006 Traffic Safety Evaluation for the Bishop Paiute Indian Tribe analyzes traffic safety on the Reservation for motorists, pedestrians, bicyclists, and equestrian uses. A summary of safety issues and recommendations relevant to bicycle and pedestrian travel is shown in Figure 1.

Figure 1 Bishop Reservation Bicycle and Pedestrian Safety Issues and Recommendations

Issue	Recommendation
No edge line striping on Reservation roads, to define a bicycling and walking area	Add paved shoulders with a shoulder stripe and optional "candlestick" type flexible delineator posts
In several locations on Diaz Lane at Pa Ha Lane and on Pa Me Lane, trees partially block visibility of STOP signs	Limb up trees and trim vegetation to maintain visibility of intersections and traffic signs. Periodically check and maintain.
STOP AHEAD signs are not always placed at the proper distance for the speed limit	Determine proper distance for each STOP AHEAD sign, and move those that are not placed correctly
On northbound and southbound Barlow Lane approaching Diaz Lane, the Intersection Ahead sign can be removed because the STOP AHEAD sign is sufficient	Remove Intersection Ahead sign
On Pa Ha Lane southbound toward Highland Avenue, a "ROAD ENDS 500 FEET" sign should be added	Add a "ROAD ENDS 500 FEET" sign 500 facing southbound traffic, 500 feet before the south end of Pa Ha Lane near Highland
A reverse curve sign should be added for both the northbound and southbound approaches to the S-curve on Brockman.	Add reverse-curve warning signs on the northbound and southbound approaches to the S-curve on Brockman Lane
Terrain drops off sharply along Brockman Lane S-curve north of West Line Street	Add guardrails to the S-curve
At Head Start on Diaz Lane there are no advance SCHOOL warning signs	Add School Zone signage on both approaches to the Head Start area
At Head Start, shoulder parking and drop-off on the opposite (north) side of Diaz Lane creates potential safety problems with children crossing in front of vehicles	Consider prohibiting parking and drop-off on the north side of Diaz Lane near Head Start, and requiring that drop-off and pickup occur either on the school side or in school's off-street lot
See Vee / U.S. Highway 395 circulation is complicated by driveway and Cherry Lane on north side	Support Caltrans plans to signalize the See Vee / U.S. Highway 395 intersection and reorient Cherry Lane
No bicycle safety education program	Develop a bicycle safety education program for youth and adult members of the Tribe, jointly with the California Highway Patrol, the Bishop Indian Education Center

Issue	Recommendation
A significant fraction of traffic collisions involve drunk drivers	Develop an ongoing working relationship and dialogue with CHP and other traffic enforcement agencies (Inyo County Sheriff, California Bureau of Narcotics Enforcement, California Alcoholic Beverage Department (ABC).
A significant fraction of traffic collisions involve drunk drivers	Consider developing a Designated Driver Program for Tribal members
	Consider developing a “no drink and drive” program such as Mothers Against Drunk Drivers (MADD).

Source: Bishop Reservation Pedestrian and Bicycle Safety Plan

Bishop Reservation Pedestrian and Bicycle Safety Plan

The 2007 Bishop Reservation Pedestrian and Bicycle Safety Plan (BRPBSP) studied improvements for walking and bicycling within the Reservation and between the Reservation and the City of Bishop. A summary of the Reservation’s bicycling and pedestrian needs is described in Figure 2:

Figure 2 Bicycle and Pedestrian Needs – Bishop Paiute Reservation

Facility	Issue or Need	Walk	Bike
Collector Streets (Brockman, Winuba, Pa Ha, Barlow, Tu Su, See Vee, Diaz, Tibec, Taboose, Pa Me)	No all-weather walkway or striped shoulder outside vehicle lane. Unpaved area muddy when wet.	X	X
	In some locations, parked cars force walkers onto the street.	X	X
	North-south through streets are used for recreation by youth but non-local motorists speed on them to get between U.S. Highway 395 and West Line Street.	X	X
	Drunk drivers endanger persons walking and bicycling on the pavement.	X	X
	Speeders endanger persons walking and bicycling on pavement.	X	X
	Loose dogs harass walkers and bicyclists.	X	X
	Bus stops have no paved waiting areas or shelters	X	X
	Inadequate street lighting makes walkers and bicyclists hard to see at night, especially those wearing dark clothing.	X	
	Some bicycles lack white headlight, red rear reflector, and red taillight		X
	Sharing a narrow lane with fast vehicles, even on a low-volume street, is unadvisable for young bicyclists.		X

List of Tribal Transportation Needs • Bishop Paiute Reservation • Big Pine Paiute Tribe of the Owens Valley • Fort Independence Indian Reservation – Paiute Tribe • Lone Pine Reservation – Paiute and Shoshone

Facility	Issue or Need	Walk	Bike
North Sierra Highway (U.S. Highway 395)	No sidewalk along south (Reservation) side. Walkers use paved shoulder or unpaved area. There have been pedestrian fatalities along this segment.	X	
	Destinations on north side, but no controlled crossing other than Barlow.	X	X
West Line Street (CA 168)	No north sidewalk west of Bishop city limit. Walkers use paved shoulders.	X	
	No sidewalk on south side. Walkers use paved shoulders.	X	
	Bicycle round-trips require being able to turn left when entering or leaving south (eastbound) shoulder. However, there is no controlled crossing on the Reservation except Barlow, and no protection for waiting in painted median.		X
Casino and Casino RV lot	RV lot has no access control; vehicles can cross entire frontage	X	X
	No crosswalk from RV lot to Casino parking lot	X	
	No protected walkway through Casino lot to Casino rear door	X	
Community Services Complex	Internal pedestrian circulation is poorly defined.	X	
	Need safe crossing of Diaz Lane to north-side bus stop	X	
	Future need to cross Barlow safely when complex expands to west side	X	
Elder Center	No off-street connection to Tu Su Lane	X	X
Head Start center	Cars parked on Diaz Lane interfere with walkers and bicyclists en route to Diaz Lane trail	X	X
Tribal Administration, Toiyabe Clinic	No driveway access control; vehicles can enter and leave parking lot across entire frontage along Tu Su Lane	X	X
Diaz Lane trail	Unpaved; muddy when wet.	X	X
	Trail bridge not wide enough for simultaneous use by walkers and bicyclists	X	X
	Livestock barrier at See Vee end forces bicyclists to dismount		X
	See Vee Lane entrance has no signs or markings	X	X
	East end is midway along west perimeter of Elm Elementary, which is not where school staff would like to greet students. There is no bike rack there.	X	X
	East end does not connect to Bishop streets, so adults and teens with destinations beyond elementary schools walk through school (security issue).	X	X
	East end does not connect to Hospital and medical offices on Pioneer Lane	X	X
Home Street	Used by Reservation bicyclists to reach middle and high school. Congested by parent drop-off/pickup traffic at school commute times. No path alternative.		X

Facility	Issue or Need	Walk	Bike
South Barlow Lane path	North end does not connect to pedestrian waiting area on southeast corner of West Line Street signal, exposing path users to northbound right turn traffic	X	X
	South end does not connect to Highland Drive. Path users must walk on roadway to/from Highland Drive. No signs or markings at endpoint.	X	X
Off-street routes for utility and recreational trips	Other than private driveways, there are no off-street routes for walking or bicycling. Opportunities include the north and south forks of Bishop Creek, and short connections between internal destinations such as Community Services, Administration / Toiyabe, and commercial uses along West Line Street. Off-street routes could be useful for equestrians.	X	X

Source: Bishop Reservation Pedestrian and Bicycle Safety Plan

The BRPBSP includes a network of bicycle trails connecting the Reservation with the City of Bishop as an alternative to West Line Street. The following alternate routes are included in the network:

- Diaz Lane to Keough Lane/Elementary Schools sub-route (as a future replacement for the “Indian Trail”).
- Seibu Lane to Keough Lane/Elementary Schools sub-route (as a more immediate project).
- Seibu to Middle School/Hospital/Pioneer Lane sub-route (as an alternate means of accessing the elementary/middle schools as well as accessing the hospital etc.).

Inyo County 2007-2008 Collaborative Bikeways Plan

The Inyo County Collaborative Bikeways Plan’s key bicycling recommendations are summarized below:

Development of a paved shared-use path network in downtown connecting Elm and Pine Street Elementary Schools, Home Street Middle School, and the Northern Inyo Hospital complex. This would enable bicyclists of all ages to avoid West Line Street.

- Addition of wide striped shoulders to several collector streets on the Bishop Reservation, to be used for both bicycling and walking.
- Addition of street lighting on five collector streets including Brockman Lane, Barlow Lane, See Vee Lane, Pa Ha Lane and Tu Su Lane.
- Improvements to the South Barlow Lane intersection with State Highway 168 (West Line Street) including a safer connection to the South Barlow Lane path.

Proposed bicycling improvements for the Reservation identified in the Bikeways Plan are summarized in Figure 3.

Figure 3 Proposed Bikeway Facilities – Bishop Paiute Reservation

Facility	Type	From	To	Need or Opportunity	Recommended	Priority	Feet
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List of Tribal Transportation Needs • Bishop Paiute Reservation · Big Pine Paiute Tribe of the Owens Valley · Fort Independence Indian Reservation – Paiute Tribe · Lone Pine Reservation – Paiute and Shoshone

					Improvement		
Diaz Lane Path	Class I	N See Vee Lane	W Pine St	Need for all-weather bicycling and walking alternative to West Line Street and US-395 between the Reservation, schools, and downtown.	Create Class 1 bikeways facility	H	3,810
Seibu to School Path – Reservation - Schools - City path network	Class I	Seibu Lane	Keough St	Need for all-weather bicycling and walking alternative to West Line Street and US-395 between the Reservation, schools, and downtown.	Improve existing dirt trail to Class I facility, add signage	H	2,100
Home St Connection path	Class I	Seibu Lane	Home St. School	Need for all-weather bicycling and walking alternative to West Line Street and US 395 between the Reservation, schools, and downtown.	Improve existing dirt trail to Class I facility, add signage	M	2,020,
Diaz Lane	Class II or III	N Barlow Lane	N See Vee Lane	East-west connectivity within Bishop Paiute Reservation.	Expand shoulder – add shoulder stripes or bike lanes and signage	H	2,660

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Big Pine Paiute Tribe of the Owens Valley

Summary of Transportation Needs

Transportation needs on the Big Pine Reservation center on upgrading the existing system to serve residential and industrial development, ensuring that the Reservation's existing roads are well maintained and navigable all times of year, and improving access.

Roadway Needs

Safety

- Motorists travel through the Reservation at high speed, thus endangering residents.
- Drivers traverse assignments where there are no formal roads in order to shorten their trips.

Capacity

- **Butcher Lane Section 20:** This road is only 22-feet wide with 2-foot gravel shoulders but it should be at least 36-feet wide to match Butcher Lane Section 10. The Tribe plans to widen section 20 when funds are available.

New Development

- Future development on the Reservation will require improvement of existing roads or construction of new access roads, particularly at the Butcher Lane/U.S. Highway 395 intersection, where the travel center/truck stop is planned.

Future Travel Demand

- U.S. Highway 395 may experience an increase in traffic with the Reservation's future economic development plans, although recent trends have suggested a slow decline in traffic in this section of U.S. Highway 395.
- When the Callina Street extension is finished, Baker Street, Crater Street, Richards Street, and Piper Street will have higher volumes of traffic.

Improvements to Roadways

The following roads have been cited as priority projects:

- **Indian Camp Road.** This County-owned road passes through private property where a number of Tribal members reside.
- **U.S Highway 395 at Butcher Lane:** Upgrade intersection at U.S. Highway 395 and Butcher Lane, where construction of future travel center is planned.

- **Callina Street Section 20: Bridge and New Road:** Under this project, Callina Street would be extended 0.20 mile north of Baker to provide access to the homes as well as to provide another road on which to enter and exit the Reservation from the City of Big Pine for fire safety. The exact route of the new road has not been selected. One route being considered crosses the creek then connects to Locust Street.

This project is to build an approximately 40-foot long, 34-foot wide bridge across the Big Pine Creek and construct a new 30-foot wide road in flat terrain for 0.20 mile. The road would be 30 feet wide, with 22 feet of paved travelway and one 8-foot paved parking lane (Urban Design Guideline 6: Urban Local).

The cost of this project would be the responsibility of the BIA.

- **U.S. Highway 395/Sepsey Street Intersection Improvements:** U.S. Highway 395 and East Sepsey Street is not an authorized intersection though it is being used extensively. The Tribe and Caltrans will discuss how improvements will be made at the intersection. A fence or barrier could be erected either along U.S. Highway 395 or at the end of East Sepsey Street to eliminate unauthorized use. Alternatively, the impairments which currently exist could be eliminated and a paved section of road constructed to develop a safe intersection. But as long as access is allowed from the Reservation, Caltrans will likely keep the stop sign to ensure that the turns made at this location are done so legally.

Additional candidates for inclusion in the IRR Inventory include the following Reservation roads:

- Segments of Death Valley Road (also known as Saline Valley)
- Improvements to Bartell, particularly the addition of sidewalks/shoulders
- Gregg Road (also known as Dump Ground Road)

Transit Needs

Restoring service cuts that have reduced the frequency of ESTA service to the community is Big Pine Reservation's most significant transit need.

Bicycle and Pedestrian Needs

- There are no dedicated bicycle paths or facilities on the Big Pine Reservation.
- There are no traffic signals on U.S. Highway 395 (Main Street), which provides connectivity between the Reservation and Big Pine.
- Reservation students bicycling to school walk their bicycles across U.S. Highway 395, which has no traffic signals, although there are school crossing flashing beacons operated by the school to warn motorists that school students may be present.
- There is no bicycle parking on the Reservation.
- There are no bicycle storage lockers, secure bicycle storage enclosures, or bicycle racks at the Eastern Sierra Transit Authority bus stop on U.S. Highway 395.

Key bicycling improvements for the Reservation identified in the Inyo County 2007-2008 Collaborative Bikeways Plan are summarized in Figure 4.

Figure 4 Proposed Bikeway Facilities – Big Pine Reservation

Facility	Type	From	To	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
Steward Ln	Class II or III	U.S. Highway 395	Newman St	North-south alternate to US 395 through Big Pine, connectivity between Big Pine Reservation and Big Pine	Expand shoulder–add shoulder stripes or bike lanes and signage.	M	160	0.1
Newman St	Class II or III	Bartell Rd	Steward Ln	North-south alternate to US 395 through Big Pine, connectivity between Big Pine Reservation and Big Pine	Expand shoulder–add shoulder stripes or bike lanes and signage	M	5,087	1

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Another need identified in the Big Pine Reservation Transportation Plan is traffic control signing and/or striping on internal Reservation roads, some of which are extensions of Big Pine streets. The following locations have been identified for signing and/or striping on the Reservation and/or Big Pine:

- Blake Street: Speed signs (2 signs); centerline striping (0.2 mile)
- School Street: Speed sign (1 sign)
- West Sepsey Street: Speed sign (1 sign)
- East Sepsey Street: Speed sign (1 sign)
- Newman Road: Speed signs (2 signs); centerline striping (0.9 mile)
- Butcher Lane: Speed signs (2 signs); centerline striping (0.25 mile)
- Crater Street: Speed signs at north, south, and at Bartell Road (3 signs); centerline striping (1.0 mile)
- Spratt Lane: Speed signs (2 signs); centerline striping (0.08 mile)
- Baker Lane: Speed signs (2 signs)
- Watson Street: Speed sign (1 signs)

The cost of this project would be the responsibility of the BIA and Inyo County.

Fort Independence Indian Reservation – Paiute Tribe

Summary of Existing Transportation Needs

A number of transportation needs and gaps have been identified specific to the Paiute Tribe at Fort Independence. These are described below:

- A bus stop located where East Miller Road intersects with U.S. Highway 395 would make it much easier for Tribal members, particularly seniors, to use the CREST bus service.
- Increasing bus service to be able to reach Mojave and Lancaster to make Greyhound and Amtrak connections respectively.
- There is no public transportation available for Reservation students attending after-school programs in Independence.
- Establishing door-to-door service for seniors and people with disabilities on the Reservation.
- Addressing potential safety concerns for Tribal residents who have to walk across U.S. Highway 395 to access the Tribal buildings.
- Lack of shoulders on the Reservation roads.
- Creating a loop trail around the Reservation in order to encourage cardio-vascular activity.

Improvements to Roadways

Future Roads

- **Proposed one-mile access road to the BIA IRR system:** The Tribe is proposing a new two-lane road that would run parallel to and along the west side of U.S. Highway 395. It would provide access to the recently built travel center, Tribal Facility Center and proposed golf course. It would begin at the campground and terminate in a cul-de-sac. The north end of this new access road may connect to U.S Highway 395 in the future.

Bicycle and Pedestrian Needs

- Establishing dedicated bicycle paths or facilities on the Fort Independence Reservation.
- Creating safer connectivity between the Reservation and the Town of Independence.
- Developing an alternative to U.S. Highway 395 for north-south travel.

A list of key bicycling needs and improvements for the Reservation as identified in the Inyo County 2007-2008 Collaborative Bikeways Plan is shown in Figure 5.

Figure 5 Proposed Bikeway Facilities – Fort Independence Indian Reservation

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Facility	Type	From	To	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
Fort Independence Rd	Class II or III	Shabbell Ln	US 395	Connectivity pathway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes and signage.	M	1,870	0.4
E Miller	Class II or III	Shabbell Ln	Fort Independence Rd	Connectivity pathway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes.	M	2,015	0.4
Fort Independence Rd	Class II or III	E Miller	US 395	Connectivity pathway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes and signage.	M	4,471	0.8
Shabbell Ln	Class II or III	US 395	Fort Independence Rd	Connectivity pathway between Fort Independence Indian Reservation and Independence. Alternative to US 395 for north/south travel.	Expand shoulder - add shoulder stripes or bike lanes and signage.	M	6,860	1.3
US 395	Class II or III	Fish Springs Rd	Shabbell Ln	Primary North/South corridor.	Add shoulder stripes or bike lanes, and share the road signage.	L	87,299	16.5
US 395	Class II or III	E Market St	Manzanar Reward Rd	Primary North/South corridor.	Add shoulder stripes or bike lanes, and share the road signage.	L	28,775	5.4

Lone Pine Reservation – Paiute and Shoshone Tribe

Summary of Transportation Needs

Transportation needs on the Lone Pine Reservation are largely focused on bicycle and pedestrian needs. Tribal transportation concerns include adding sidewalks, shoulder stripes and bike lanes on internal Reservation roads.

Roadway Needs

- The Bureau for Indian Affairs plans to add sidewalks to internal roads on the Reservation in 2009.
- Quing-Ah Road is slated to be paved in 2009.

Tribal transportation concerns include the following:

- **Adding Tuttle Creek to the IRR Inventory:** This road is used both as a traditional gathering place for watercress, and also as an access point to the Indian Cemetery. The 5.5 mile road is in fair condition, apart from the section immediately adjacent to the cemetery. However, the 0.75 mile gravel section to the cemetery was identified in the 2002 Transportation Plan as a low-volume all weather access road that would only qualify for the “maintenance only” category, rather than an upgrade.
- In order to avoid the right-turn off U.S. Highway 395 onto Inyo (Dump) Road, Department of Water and Power trucks use Zucco and cut through Teya and Esha Lane to access the dump. This creates two problems – vehicles that exceed the speed limit on Zucco, and multiple vehicles that park on Inyo Street near the dump.
- The 2003 Transportation Plan indicated a need for a left-turn pocket off U.S. Highway 395 onto Teya.

Transit Needs

Increased transit service from Lone Pine to Bishop is a significant need for Tribal members.

Bicycle and Pedestrian Needs

The Tribe would like to see the construction of a bikeway on the west side of U.S. Highway 395 between the Reservation and the town of Lone Pine. The east side of the corridor has fewer assignments with housing and therefore may have more capacity for construction than the west side. However, the Caltrans right-of-way on the east side may be too tight to meet engineering requirements – the feasibility of this proposal needs to be explored further.

The following bicycle and pedestrian needs were identified for the Lone Pine Paiute-Shoshone Reservation in the Inyo County Collaborative Bikeways Plan.

Pedestrian Facilities

Crossing U.S. Highway 395 South of Downtown

Residents of the Lone Pine Paiute-Shoshone Reservation cross U.S. Highway 395 to get to different locations on the Reservation, including the Tribal Administration office. However, the Reservation is located south of town where highway speeds are higher, despite a low posted speed limit. Inyo Street, along the north edge of the Reservation, and Teya Street along its south edge, are the Reservation's only intersections on U.S. Highway 395; there are no cross streets along the half-mile segment between these points, though Burkhardt Road intersects from the west about one-quarter mile from either end. Inyo Street is within the town area where low vehicle speeds support motorists yielding to those crossing the street. At Teya Street speeds are considerably higher and those crossing the street typically cannot depend on motorists yielding.

Safer Travel Along and Across U.S. Highway 395 within the Reservation

Within the Reservation segment between Inyo Street and Teya Road, rural residential driveways open directly onto U.S. Highway 395. In this area there are no sidewalks, so the shoulder is used by walkers as well as bicyclists. However, the shoulder width varies, and gravel from residential driveways migrates onto the shoulder. Sidewalks would be a desirable safety improvement on this segment, and the visual change could help to cue southbound motorists to delay increasing speed until south of Teya Road, and to cue northbound motorists to reduce speed upon reaching Teya Road. Shoulders should be at least 5' wide for bicycle travel – 6' or wider where speeds are high. Gravel migration from unpaved driveways can be reduced by paving the aprons back 15' or more from the shoulder edge.

Safer Travel Along and Across U.S. Highway 395 South of the Reservation

There are currently no sidewalks south of downtown. Adding a sidewalk along the east side of U.S. Highway 395 between Teya Road and Lone Pine Airport would enable pedestrians to walk to downtown via Teya Road, Zucco Road, and Inyo Street without walking on the U.S. Highway 395 shoulder. An east-side sidewalk could be extended to the Interagency Visitor Center at the junction of U.S. Highway 395 and CA 136, however it is likely that few persons would walk or bicycle from that location to downtown.

Although destinations along U.S. Highway 395 can be reached by bicycle via U.S. Highway 395's shoulder, round trip travel requires either a dangerous crossing of four lanes of traffic or wrong-way shoulder travel in one direction. This situation applies to residential driveways within the Reservation area between Inyo Street and Teya Road, and to points south of Teya such as Lone Pine Airport, Mount Whitney Golf Club, the Visitor Center at the State Highway 136 junction, and Diaz Lake Campground and Recreation Area to the south. Where a center turn lane exists or could be added, median refuge islands can make it relatively safe to cross the highway in order to operate legally in the direction of traffic on the shoulder.

Key bicycling improvements for the Reservation identified in the Bikeways Plan are summarized in Figure 6.

Figure 6 Proposed Bikeway Facilities – Lone Pine Reservation

Facility	Type	From	To	Need or Opportunity	Recommended Improvement	Priority	Feet	Miles
U.S. Highway 395	Class II or III	Manzanar Reward Rd	Teya Rd	Primary North/South corridor, around Lone Pine provides North/South connectivity between Lone Pine Reservation and Lone Pine.	Add shoulder stripes or bike lanes, and share the road signage.	M	58,486	11.1
Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	Class II or III	U.S. Highway 395 at Teya St	U.S. Highway 395 at Inyo St	Connectivity between Lone Pine Reservation and Lone Pine	Expand shoulder - add shoulder stripes or bike lanes and signage	M	4,757	0.9
Tuttle Creek-Reservation Connection	Dirt	Burkhart Rd	Tuttle Creek Rd	Recreational route, Connectivity near Reservation	Signage or map showing Lone Pine area dirt roads.	L	2,114	0.4

Source: Inyo County 2007-2008 Collaborative Bikeways Plan

Appendix J
Response to Comments

Attachment C

Inyo County Local Transportation Plan 2015 Regional Transportation Plan Update Response to Comments

This section includes all the comment letters received on the Draft Regional Transportation Plan and a response to those comments.

1. Lahontan Regional Water Quality Control Board

Comment: The comment letter from Lahontan notes the following.

We encourage the County to take this opportunity and incorporate into the Plan elements that promote watershed management, support LID, and reduce the effects of hydromodification.

A number of activities that will be implemented by individual projects under the Plan have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include the following.

- 1. Streambed alteration and/or discharge of dredge and/or fill material to a surface water, including water diversions, may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill WDRs for impacts to non-federal waters, both issued by the Lahontan Water Board.*
- 2. Land disturbance of more than 1 acre may require a CWA, section 402(p) storm water permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or an individual storm water permit obtained from the Lahontan Water Board.*
- 3. Discharge of low threat wastes to surface waters including, but not limited to, diverted stream flows, construction and/or dredge spoils dewatering, and well construction and hydrostatic testing discharge, may be subject to discharge and monitoring requirements under NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023.*
- 4. Discharge of low threat wastes to land, including clear water discharges, small dewatering projects, and inert wastes, may require General Waste Discharge Requirements for Discharges to Land with a Low Threat To Water Quality, WQO 2003-0003, issued by the Lahontan Water Board.*

We request that the IS/ND recognize the potential permits that may be required for individual projects, as outlined above. Information regarding these permits, including application forms, can be downloaded from our web site at <http://www.waterboards.ca.gov/lahontan/>.

Response: It first needs to be noted that the Inyo County Local Transportation Commission (ICLTC) serves as a Regional Transportation Planning Agency for Inyo County. As such, it does not directly carry out transportation improvement projects. Typically, transportation improvement projects programmed by the ICLTC are implemented by the County of Inyo, City of Bishop, and State of California.

In the spirit of cooperation and to forward inter-governmental communication, a new policy is being added to the RTP to entrench the statutory authority of the Lahontan Regional Water Quality Control Board. This policy reads as follows:

Objective 2.3: Consider all types of environmental impacts including cumulative impacts as part of the transportation project selection process. Work with the project implementing agency to ensure that transportation projects will meet environmental quality standards set by Federal, State and Local Resource agencies.

Policy 2.3.1 – Coordinate with the project implementing agency to determine the impact of the project on biological resources, hydrology, geology, cultural resources and air quality prior to construction. Follow appropriate permitting processes and if necessary, mitigate the impacts according to natural resource agency standards.

Comments from the Water Board are also summarized in the Environmental Agency Consultation section of Chapter 1.

2. California Department of Transportation, District 9

Comment: The California Transportation Plan (CTP) 2040 should be mentioned somewhere within the document to demonstrate how Inyo County is aligning its goals, policies, strategies, and performance measures with the CTP 2040. This would promote an improved effort in both collaboration and consistency between local and regional agencies with the State.

Response: So noted. Additional language has been added to the RTP to demonstrate consistency with the CTP 2040.

Comment: Pages in the “Executive Summary” need to be consistent. Half are listed as page numbers and half are listed as ES numbers.

Response: So noted. The page numbers have been revised.

Comment: The RTP Checklist has not been signed by the ICLTC Executive Director or a designated representative. For draft RTPs, this checklist must be signed. Ensure the RTP Checklist is signed and submitted to District 9.

Response: A signed copy of a draft checklist has been sent to District 9. Note that the checklist is marked as “draft” as some questions can’t be answered until the document has been approved and the environmental document has been certified.

Comment: Page ES 4 - Under “Aviation Facilities” there is no longer commercial air service at the Inyokern Airport.

Response: So noted. This has been changed.

Comment: Page ES 5 - Under “Air Quality,” “As for state standards, Inyo County is not in attainment for PM-2.5 and PM-10.” Cross out PM-2.5, Inyo County is in attainment for PM-2.5.

Response: This has been changed.

Comment: Page 3 - Under “Participation and Consultation Process” the District 9 Director is an ex-officio member of the Inyo LTC. It is recommended to cite where the Public Participation Plan prepared for the Bishop Area Access and Circulation Study can be found.

Response: The non-voting ex-officio membership was added to the text. The reference to the Bishop Area Access and Circulation Study has been deleted.

Comment: Page 4 - Tribal Governments, “Trial” should be “tribal”

Response: So noted and changed in the text.

Comment: Page 6- Under “Environmental Agency Consultation” both Department of Fish and Game; and Department of Fish and Wildlife are listed. Department of Fish and Game was renamed Department of Fish and Wildlife. Inputs from China Lake Naval Weapons Center and Lahontan Regional Water Quality Control Board are not included (if no comments received, it should state that the departments haven’t provided comments).

Response: Input was not received from the China Lake Naval Weapons Center and the Lahontan Regional Water Quality Control Board commented on the Negative Declaration. The Environmental Agency Consultation section was expanded to reflect this.

Comment: Page 8 - Under “Great Basin Unified Air Pollution Control District, it states that the department has not provided specific comments. But under Appendix D, department’s two page comment is included; the comments should be added.

Response: Comments were added to the Environmental Agency Consultation section.

Comment: Page 9 - It is unclear what the private sector involvement efforts consisted of during the development of the RTP. Describe how the private sector was included into the development process of the RTP.

Response: Both businesses which generate truck traffic in Inyo County as well as private transportation providers were contacted for input. This has been clarified in the document.

Comment: Page 10 - Explain further how the RTP was coordinated and is consistent with the Inyo County Coordinated Public Transit Human Services Transportation Plan.

Response: The high priority strategies from the Coordinated Public Transit Human Services Transportation Plan are identified in the existing public transit services section. One of the strategies is to expand and improve the Eastern Sierra Transit Authority (ESTA) operations and maintenance facility so that it could be shared by the public transit operator, human service

transportation providers, and/or other regional public transit operators. Improvements to the operations and maintenance facility in Bishop are identified in Table 22 of the project lists.

Comment: Page 21 thru 23, State Highways - Due to MAP-21 functional classifications have changed. "Rural" should be deleted for all functional classifications. For example, Rural Principal Arterial should be Principal Arterial.

Response: Changes were made in the text.

Comment: Page 23, Interregional Transportation Strategic Plan - Clarify that Focus Routes will be replaced with 11 Strategic Interregional Corridors in the updated ITSP.

Response: This has been amended in the document.

Comment: Page 28 - Under "Level of Service," remove apostrophe from TCR' s.

Response: So noted.

Comment: Pages 37, 63 - Expand on the discussion regarding intermodal issues for the region.

Response: The majority of goods movement in Inyo County travels through the region and does not begin or end here. Therefore intermodal transportation issues are not applicable to Inyo County. This has been added to the Goods Movement section.

Comment: Page 48 - Under "Crossing US 395" Reference documentation that supports safe crossings are an issue.

Response: Crossing US 395 was cited as a concern by school staff during the Safe Routes to School outreach portion of the Active Transportation Plan effort. The Inyo County Active Transportation Plan is currently in Draft format.

Comment: Page 52 - In the first paragraph, second line the word "at" should be removed (with the exception of at SR 168 and US 6 in Bishop). Under "Goods Movement Issues" third bullet, "create an unsafe environment for bicyclists and pedestrian, particularly school children." Unsafe should be uncomfortable or it should be documented with a record of accidents above the statewide average for a similar facility.

Response: Changes were made in the text.

Comment: Page 53 - Under "Goods Movement Projections" in addition to the mention of growth in the Reno/Carson City area, there is the World Logistics Center in Moreno Valley.

Response: Changes were made in the text.

Comment: Page 55 - Separate the discussion sections regarding Air Quality and Climate Change. These are distinctly different issues. Address the region's potential needs for the transportation system regarding the effects of extreme weather events, including but not limited to, extreme heat and/or flooding events in the next 20 years.

Response: A discussion of transportation improvement strategies to respond to natural disasters and extreme weather events is included in the Transportation Security/Emergency Preparedness section.

Comment: Page 57 - In the Policy element, identify how the RTP addresses long-range and short range planning horizons to improve the region's transportation system.

Response: Changes were made in the text.

Comment: Page 71 - Expand the discussion regarding Project intent i.e. Plan Level Purpose and Need Statements.

Response: The Purpose and Need discussion is continued on the pages following Tables 14 and 15.

Comment: Pages 74 thru 87 - It is unclear if the RTP provides estimates of costs and revenue sources that are reasonably expected to be available in order to operate and maintain freeways, highways, and transit within the region. It would be helpful to include a chart showing the total revenues, and a chart showing the total expenditures that this 2015 RTP addresses.

Response: It is difficult to specify operations and maintenance costs for the projects listed in this RTP as state, county, and city budgets consider operations and maintenance of their roadway network as a whole. However, a general discussion of operations and maintenance funding was included under the Projected Revenues section. Transportation planning, operations, and maintenance revenues were projected in Table 28.

Comment: Appendix C Public Involvement Process, Appendix 1A - update outdated references. For example: RTP Guidelines from September 2007 and 2007/08 RTP. Also, on page 4 LTC Policy and Decision Making Bodies 3rd paragraph is redundant.

Response: The Public Involvement Procedures have been updated.

Comment: Initial Study and Proposed Negative Declaration - Page 9 - In the "Discussion" the County is in attainment for PM 2.5 and not in attainment for ozone. California Air Resources Board web site: <http://www.arb.ca.gov/maps/maps.htm>.

Response: This has been changed.

3. City of Los Angeles Department of Water and Power (LADWP)

Comment: The comment letter from LADWP references Page 8 of the Draft RTP where a comment letter submitted by LADWP related to the 2008 Inyo County Collaborative Bikeways Plan is referenced. LADWP's concerns can be summarized as follows:

- Right of way acquisition or dedication will be required for many of the proposed bicycle projects.
- Marketing and promotion of bicycle paths on LADWP land may lead to liability issues.
- Projects should not interfere with LADWP operations and routine maintenance activities

- It will be important to establish who will be responsible for maintenance of paved bicycle paths
- Projects should not interfere with LADWP lessee activities
- Some proposed bicycle projects are located in wetlands and will require careful environmental analysis

Response: As the various entities consider implementation of the bicycle and pedestrian projects listed in the Inyo County Collaborative Bikeways Plan and this RTP, more detailed analysis should be performed in collaboration with LADWP so as to provide the greatest safety and mobility for Inyo County residents with the least negative impact on the environment and private land holders. This RTP contains two policies which address LADWP concerns.

These policies are:

Policy 12.1.3: Establish formal agreements and acquire the appropriate right-of-way from the City of Los Angeles to implement transportation facilities on LADWP property in Inyo County as needed.

Policy 12.1.4: Address liability issues and potential impacts to resources and operations that may result from using LADWP right-of-way for public transportation facilities.