

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION**  
**PO DRAWER Q**  
**INDEPENDENCE, CA 93526**  
**(760) 878-0207**  
<http://www.inyoltc.org/rtip.html>  
**December 15, 2021**

# 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP) INYO COUNTY LOCAL TRANSPORTATION COMMISSION

## Table of Contents

	<u>Page Number</u>
<b>Table of Contents</b>	
OVERVIEW AND SCHEDULE .....	5
Section 1. Executive Summary .....	5
Section 2. General Information.....	6
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	8
Section 4. Completion of Prior RTIP Projects (Required per Section 68) .....	8
Section 5. RTIP Outreach and Participation.....	9
2022 STIP Regional Funding Request .....	10
Section 6. 2022 STIP Regional Share and Request for Programming.....	10
Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.....	11
Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL.....	13
Section 9. Projects Planned Within the Corridor (Required per Section 20).....	13
Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP .....	13
Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines).....	13
Section 11. Regional and Statewide Benefits of RTIP.....	16
Performance and Effectiveness of RTIP .....	16
Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19) .....	16
Section 13. Project Specific Evaluation (Required per Section 19) .....	17
Detailed Project Information .....	18
Section 14. Overview of projects programmed with RIP funding.....	18
Appendices .....	24
Attachment 1: Goals And Policies – 2019 Inyo County Regional Transportation Plan .....	24
Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section. ....	32
Section 16. Board Resolution or Board Documentation of approval of 2022 RTIP.....	33

Section 17. Documentation of Coordination with Caltrans District (Optional) ..... 54  
Section 18. Detailed Project Programming Summary Table (Optional) ..... 54  
Section 19. Alternative Delivery Methods (Optional) ..... 55  
Section 20. Add any additional appendices below. .... 56

**This page is left blank.**

# OVERVIEW AND SCHEDULE

## Section 1. Executive Summary

Insert executive summary narrative in the text field below.

The ICLTC continues to have a substantial negative share balance because of the US 395 Olancho Cartago 4-lane Tri County MOU project. With regard to these circumstances the following priorities were used in the development of the draft 2022 RTIP: 1) Program or set aside Regional Improvement Program (RIP) funds to complete preliminary and construction components for existing local projects, 2) Program Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds to supplement already programmed projects or projects in development, 3) identify priorities for future projects when the Inyo County share balance is no longer negative. The priority is being implemented by the funding of the Environmental and Planning (E&P) phase, the Plans, Specifications, and Estimates (PS&E) phase, ~~and construction phase~~ of the Lone Pine Town Streets rehabilitation project, and the E&P phase of the East Line Street Bridge replacement project. Both projects have complete streets components. The local agencies are looking to program these two projects to keep these smaller local projects moving forward. **After the initial submittal of the Draft RTIP, California Transportation Commission (CTC) staff requested that the ICLTC remove the construction phase of the Lone Pine Town Streets. According to their negative share balance formula, the Con caused the RTIP to exceed the maximum allowable.** The second priority is to program the STIP COVID Relief funding for the PS&E and construction phases of the East Line Street Bridge replacement, and for the construction component of the Lone Pine sidewalk ADA Active Transportation Plan (ATP) grant project. The third priority was to identify viable future projects for which to develop PSR's, Upper Horseshoe Meadows Road rehabilitation, Old Spanish Trail rehabilitation, and Upper Rock Creek Road.

## Section 2. General Information

- **Regional Agency Name**  
Inyo County Local Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.inyoltc.org>

**RTIP document link:** <http://www.inyoltc.org/rtip.html>

**RTP link:** <http://www.inyoltc.org/rtp.html>

- **Regional Agency Executive Director / Chief Executive Officer Contact Information**

Name Michael Errante  
Title Executive Director  
Email [merrante@inyocounty.us](mailto:merrante@inyocounty.us)  
Telephone (760) 878-0201

- **RTIP Manager Staff Contact Information**

Name Justine Kokx Title Transportation Planner  
Address PO Drawer Q  
City/State Independence, CA  
Zip Code 93526  
Email [jkokx@inyocounty.us](mailto:jkokx@inyocounty.us)

Telephone (760) 878-0202

Fax (760) 878-2001

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Associate Deputy Director

Address 1120 N Street

City/State Sacramento, CA

Zip Code 95814

Email [teresa.favila@catc.ca.gov](mailto:teresa.favila@catc.ca.gov)

Telephone 916-653-2064

Fax 916-653-2134

### **Section 3. Background of Regional Transportation Improvement Program (RTIP)**

#### **A. What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

#### **B. Regional Agency's Historical and Current Approach to developing the RTIP**

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

The Inyo County Local Transportation Commission (ICLTC) has historically placed an emphasis on completing four-lane projects on US 395 through the County and in adjoining areas to increase safety and drivability between Southern California population centers and the Eastern Sierra region. To further this goal, the ICLTC has entered into multiple MOU partnerships with Mono County Local Transportation Commission, Kern Council of Governments, and San Bernardino County Transportation Authority to leverage Interregional Transportation Improvement Program funds. The ICLTC has partnered with Caltrans District 9 to realize this goal. As a demonstration of this commitment to MOU projects, in the 2016 STIP, the ICLTC contributed far in excess of its MOU share to see that the Freeman Gulch Segment 1 project in Kern County moved forward to construction. The ICLTC approved priorities for the development of its 2022 RTIP at a public hearing on October 20, 2021 based on the STIP Guidelines. These priorities are: 1) Program, or set aside RIP funds for preliminary and construction phases of existing local projects; and 2) Program COVID Relief funds for preliminary components for local projects. The first priority is to program funding for the Lone Pine Town Streets rehabilitation, and East Line Bridge replacement projects. The second priority is the programming of COVID Relief funds for the PS&E and constructions phases of the East Line Street Bridge replacement and to supplement the construction component of the Lone Pine Sidewalk ADA ATP grant project. The third priority in connection with the 2022 STIP is for the City and County to continue developing Project Study Reports (PSR's) as well as preliminary phases of local road construction projects in order to have shovel ready projects so that we can apply for additional funding opportunities and or program them when the STIP funds become available in the future.

### **Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.



The only project completed since the 2020 RTIP was submitted by the ICLTC was the South Lake Road Federal Lands Access project. The Olancha Cartago Highway 395 four-lane project has moved to construction phase during 2021, and therefore has been removed from the 2022 RTIP.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
South Lake Road FLAP project	Reconstruction of South Lake Rd, 15 miles SW of Bishop, from the intersection of Hwy 168 to South Lake	Road rehabilitation, asphalt surfacing, parking areas, and improved drainage

**Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

**A. RTIP Development and Approval Schedule**

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18-19, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November, 2021
CTC ITIP Hearing, South	November, 2021
ICLTC RTIP Hearing	November 17, 2021
Regions submit RTIP to CTC	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing Date – North Hearing	January 27, 2022
CTC STIP Hearing Date – South Hearing	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

**B. Public Participation / Project Selection Process**

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

The ICLTC approved priorities for the development of its 2022 RTIP at a public hearing on October 20, 2021 based on the STIP Guidelines. These priorities are:

- 1) Program or set aside Regional Improvement Program (RIP) funds to complete preliminary components for existing local projects,
- 2) Program Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief) funds to supplement already programmed projects or projects in development,

3) Identify priorities for future projects when the Inyo County share balance is no longer negative.

No opposing comments were received in the hearing process.

At the public hearing on November 17, 2021, the ICLTC agreed that the first priority is to continue programming RIP funds for existing projects listed on the 2020 RTIP, including the E&P phase, the PS&E phase, the construction phase of the Lone Pine Town Streets rehabilitation project, and the E&P phase of the East Line Street Bridge replacement project. The 2<sup>nd</sup> priority is to direct \$1,531 million of COVID Relief funds towards the PS&E and construction phases of the East Line Street Bridge project (\$128K and \$1,403M respectively), and the remaining \$226 thousand towards the construction phase of the Lone Pine Sidewalk ADA ATP project. Priority 3 is to identify projects needing PSR's to be included in future STIP funding cycles. Three potential projects were identified: Upper Horseshoe Meadows Road rehabilitation, Old Spanish Trail rehabilitation and Upper Rock Creek Road rehabilitation and bridge repair.

The ICLTC approved the submittal of the 2022 RTIP at the public hearing on November 17, 2021.

C. Consultation with Caltrans District (Required per Section 17)

Insert the Caltrans District Number in the text field below.

Caltrans District: 9

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

Inyo County LTC has received updates from Caltrans District 9 regarding the programming and progress of the Olancho Cartago project. The Olancho Cartago Four Lane Project was allocated construction funding by the CTC in FY20-21. It is fully funded, moving to construction and is no longer on the RTIP. LTC staff also discussed the status of future MOU projects with Caltrans D9. The Inyo County LTC remains committed to the Caltrans Freeman Gulch II project, but at the advice of Caltrans staff and the indication that no ITIP funding will be proposed in this cycle there is no proposed RTIP funding for Freeman Gulch Phase II. The Inyo County LTC is moving forward with existing local projects and waiting for future ITIP funding in order to move forward with programming new Tri-County MOU projects.

## **2022 STIP Regional Funding Request**

### **Section 6. 2022 STIP Regional Share and Request for Programming**

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

The Inyo County LTC target share for the 2022 STIP FE is \$6,153 million.

B. Summary of Requested Programming – Insert information in table below

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount (1,000s)</b>
ICLTC Planning, Programming, & Monitoring	Plan, Program, & Monitor transportation projects	\$157 in 22-23, 23-24, \$155 in 24-25, 25-26 & 26-27.
Inyo County - Lone Pine Town Rehabilitation Project	Reconstruction 2.75 miles of streets, addition of bicycle lanes	\$239 in 22-23 for P,S&E, \$1 for ROW, and <del>\$2,725 in 26-27 for CON.</del>
City of Bishop - East Line Street Bridge replacement	Replace bridge on East Line Street	\$128 in 22-23 for P,S&E, & \$1,403 for CON in 25-26
Lone Pine Sidewalk, ADA ATP project	Improve sidewalks to meet ADA requirements and increase connectivity	\$226 in 22-23 for CON.
<b>Share Balance Advanced</b>		<b>-\$15,443</b>
<b>Proposed New</b>		\$2,748
<b>Target Share</b>		\$6,153
<b>Proposed Share Balance</b>		<b>-\$12,038</b>

**Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.**

The programmed Lone Pine Town Streets rehabilitation project leverages State only funding since the 2016 STIP. The East Line Street Bridge project is funded with a combination of City of Bishop, Inyo County and COVID Relief funds. Lone Pine Sidewalk ADA - ATP project is funded with a combination of an Active Transportation Fund grant, and COVID Relief funds.

Proposed 2022 RTIP	Total RTIP	Other Funding (\$1,000s)					Total Project Cost (\$1,000s)
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Planning Programming, and Monitoring	779			779			779
Lone Pine Town Rehabilitation (R/W & PS&E)	240			240			240
County of Inyo - Lone Pine Sidewalk ADA - ATP	226				226 COVID		226
City of Bishop - East Line Street Bridge (E & P)	1,531				1,531 COVID		1,531
<b>Totals</b>	<b>2,776</b>			<b>1,019</b>	<b>1,757</b>	<b>0</b>	<b>2,776</b>

## **Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below.

The ICLTC is not currently requesting ITIP funding, but continues to participate in MOUs on the State Highway System with Kern Council of Governments, the Mono County Local Transportation Commission, and San Bernardino County Transportation Authority. The partners agree to move forward with additional funding on the State Highway for MOU projects when new funding is available. Although the MOU partnerships are not able to bring new programming forth in this cycle, the Inyo County LTC is committed to the completion of MOU projects currently programmed (SR 14 Freeman Gulch Segment 2) and MOU projects that require future funding (SR 14 Freeman Gulch Segment 3, US 395 Inyokern, and a future project in Mono County on US 395 or SR 120).

## **Section 9. Projects Planned Within the Corridor (Required per Section 20)**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

See the ITIP discussion in Section 8 above. The Inyo County LTC intends to move forward on funding 1) SR 14 Freeman Gulch Segments 2 & 3, 2) US 395 Inyokern, and 3) a yet to be named project in Mono County on US 395 or SR 120.

## **Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

## **Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy (SCS) as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted SCS or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

The ICLTC 2022 RTIP furthers goals in RTP Policy 5.1.3, which states "Promote projects which close gaps in community pedestrian networks, particularly along safe routes to school and between residential and commercial areas." The Lone Pine Sidewalks ADA - ATP project exemplifies this goal in that it will improve ADA compliance and connectivity between residential streets, an elementary school, and commercial areas. The Lone Pine Town Streets project meets RTP Goals 1 and 2, by maintaining streets at a safe and acceptable level, and by providing a safe, efficient, comfortable transportation system, that meets the needs of people, and enhances the lifestyle of County residents. Reconstructing the East Line Street Bridge to modern standards meets the objective of Goal 3, "Maintain adequate capacity on state routes and local routes in and around Inyo County and the City of Bishop." Furthermore, each of these projects meet objective of RTP Goal 5, "Encourage and promote greater use of active means of personal transportation in the region."

The Inyo County LTC, as a frontier rural RTPA, is not required to implement an APS or SCS. It can also be noted that public land ownership (approximately 98.3% of the County is owned by the Federal Government, State Government, and City of Los Angeles) in Inyo County has created a "de facto" blueprint for the area and clearly sets parameters on the amount of future growth in the County.

### **Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).**

Use the following table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second table B1(a) may be used in addition or as a replacement to B1.

<b>Table B1(a) Evaluation</b>			
<b>Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (No Build 2035)</b>
Congestion/ Delay/ VMT	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist	708.92	718.77
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
Mode Share/Split	Commute Drive alone Carpool transit bike/walk	72.4% 9.3% 0.6% 11.1%	
Safety	Total Accident Cost per capita, per VMT	\$5,470	N/A
Transit	Total operating cost per revenue mile	\$3.54	N/A
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	36.887 (8.7%)	
	Pavement Condition Index (local streets and roads)	62	
Land Use	Land Use Efficiency (total developed land/population and rate of urbanization over time. Also, farmland conversion)	N/A	N/A

If Part A tables B1 and/or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

Click here to enter text.

## Section 11. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

### **Introduction:**

In order to demonstrate maximum benefit of the programming requested in this 2022 RTIP, the Inyo County Local Transportation Commission (ICLTC) has evaluated the projects included in this 2022 RTIP, with the purpose of demonstrating how effective the RTIP is in achieving the goals, objectives, and standards that have been established in the Inyo County Regional Transportation Plan (RTP). In addition, the State Transportation Improvement Program (STIP) Guidelines also require the ICLTC to evaluate the projects included in this RTIP against measures of performance and cost effectiveness. For purposes of measuring performance and cost-effectiveness, the STIP Guidelines provide specific criteria with which to evaluate the RTIP.

The Inyo County LTC completed an RTP Update in October of 2019. The update is consistent with the Caltrans 2017 RTP Guidelines and provisions required by the FAST Act and previous federal transportation bills. A list of the relevant goals, objectives, and performance measures included in the Inyo County RTP has also been provided in Attachment 1 to this report.

### **Specific Project Assessment:**

A qualitative evaluation has also been performed for each project included in the 2022 RTIP. This evaluation is essentially the same as for the prior RTIPs when each project was initially programmed. Each project was evaluated for consistency with the standardized performance indicators and the appropriate criteria from Section 19 of the STIP Guidelines, as well as specific performance measures that have been identified in the Inyo County RTP. Each project was also evaluated for consistency with the Inyo County RTP and the specific goals and objectives supported by the project have been identified. This evaluation is presented in Table B2, Specific Project Evaluations, in Section 12.

**Conclusion:** Based on the qualitative evaluations of the projects in the RTIP against the performance indicators provided by the Commission and the goals and objectives identified in the Inyo County RTP, the 2022 RTIP is consistent with and effective in achieving the goals and objectives of the Inyo County RTP.

## Performance and Effectiveness of RTIP

### Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.



**Table B2 Evaluation – Cost Effectiveness Indicators and Measures**

<b>Project</b>	<b>Performance Indicator</b>	<b>Section 19 Criterion</b>	<b>RTP Performance Measures (PM)</b>	<b>Goals/Objectives of RTP</b>
Lone Pine Town Rehabilitation Improvements	Safety & System Preservation	Lane-miles rehabilitated / upgraded bicycle / pedestrian lanes	Improve pavement conditions & % of distressed lane miles	Goal 1, Objective 1.1 Goal 2, Objective 2.1 Goal 3, Objective 3.3
East Line Street Bridge	Safety & System Preservation	Reduced accidents / New or reconstructed bridges	Reduce number of fatal & injury collisions / number of pedestrian and bicycle and intersection collisions / Decrease structurally deficient bridges	Goal 5, Objective 5.1 Goal 3, Objective 3.3
Lone Pine Sidewalk ADA - ATP project	Complete Streets/Active Transportation (CS)	New or upgraded pedestrian lane / sidewalk miles	Encourage active transportation / Increase non-motorized modes of transportation	Goal 5, Objective 5.1 Goal 5, Objective 5.2

**Section 13. Project Specific Evaluation (Required per Section 19)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

The STIP Guidelines state that this evaluation should be included in the EPPRs (Section 15 of the RTIP Template).

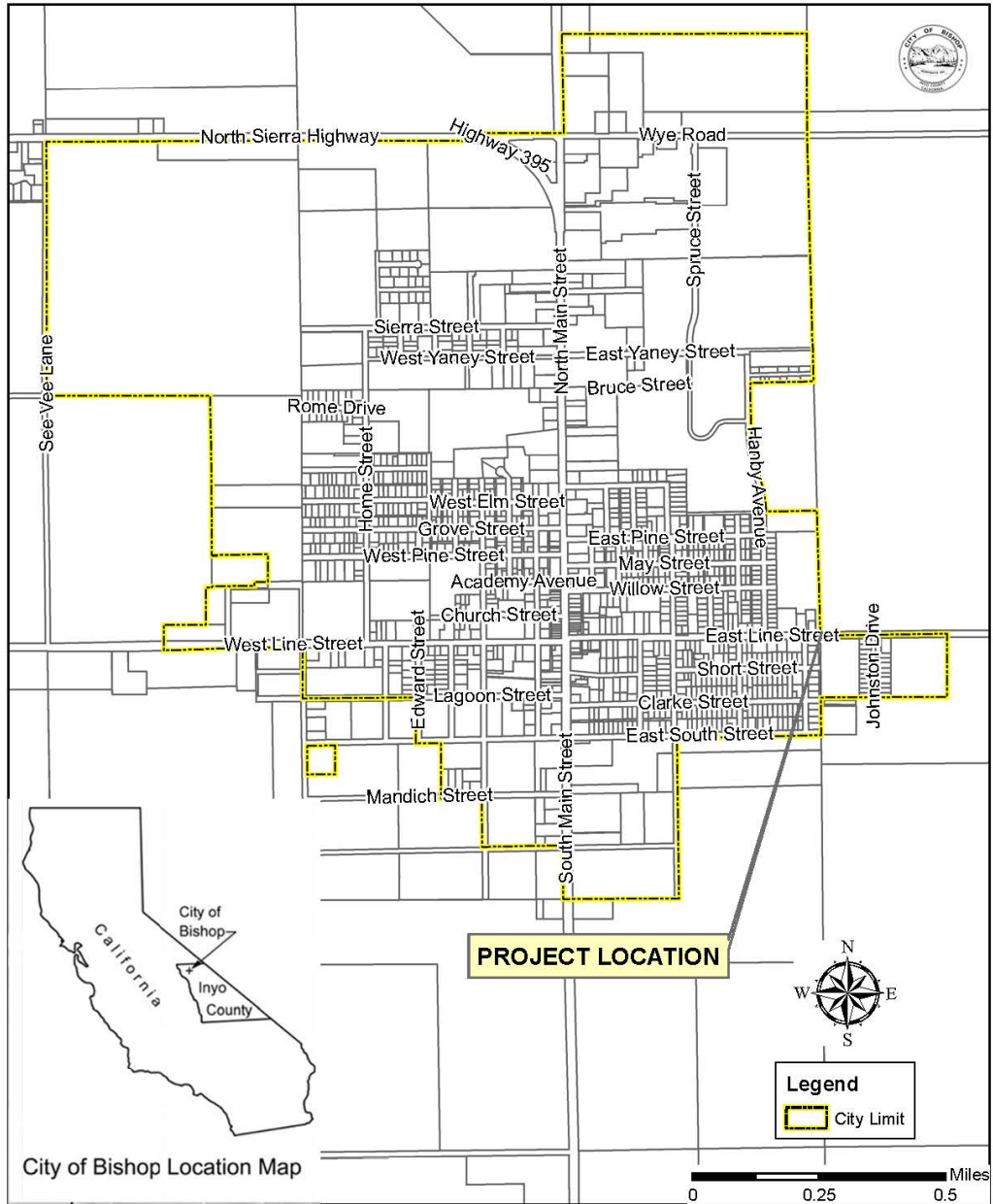
## Detailed Project Information

### Section 14. Overview of projects programmed with RIP funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

#### **East Line Street Bridge Project (City of Bishop)**

This bridge is being programmed because the underlying span is less than twenty feet. Therefore the bridge does not qualify for the Highway Bridge Program. East Line Street is the primary east-west street in Bishop and provides the only access to the Bishop Airport. This project is located at the crossing of East Line Street over the Bishop Creek Canal. The bridge spans the boundary of the City of Bishop and the County of Inyo. This project will: 1) Construct a new bridge that spans the canal from top of bank to top of bank, about 30 feet, to replace an existing 18.5 foot span by 38 foot wide bridge; 2) Use two 12 foot lanes, 8 foot paved shoulders/bike lanes, and 10-foot sidewalks on the bridge, for a total bridge width of 60 feet; 3) Use 8 inch high curb between shoulder and sidewalk to maximize barrier between vehicles and pedestrians; 4) Use minimum depth bridge structure; 5) Lower grade of both approaches to match lowered bridge structure; 6) Prohibit parking on bridge; 7) Relocate water main under canal; 8) Relocate overhead utilities as necessary; 9) Replace oil-water separators; 10) Consider routing drainage from East Line Street across bridge to east side; 11) Consider lining canal underneath bridge; 12) Construct curb, gutter and sidewalk on south side of East Line Street to existing curb, gutter and sidewalk near Johnston Drive; 13) Otherwise, construct roadway with 12 foot lanes and 8 foot shoulders and no curb, gutter and sidewalk on east approach where roadway is lowered, and 14) Construct new concrete driveway approaches at existing driveways and at canal access roads.

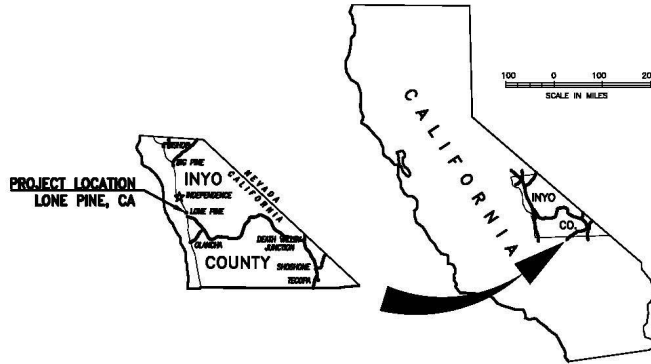


**LOCATION MAP**  
**EAST LINE STREET BRIDGE REPLACEMENT**  
 City of Bishop

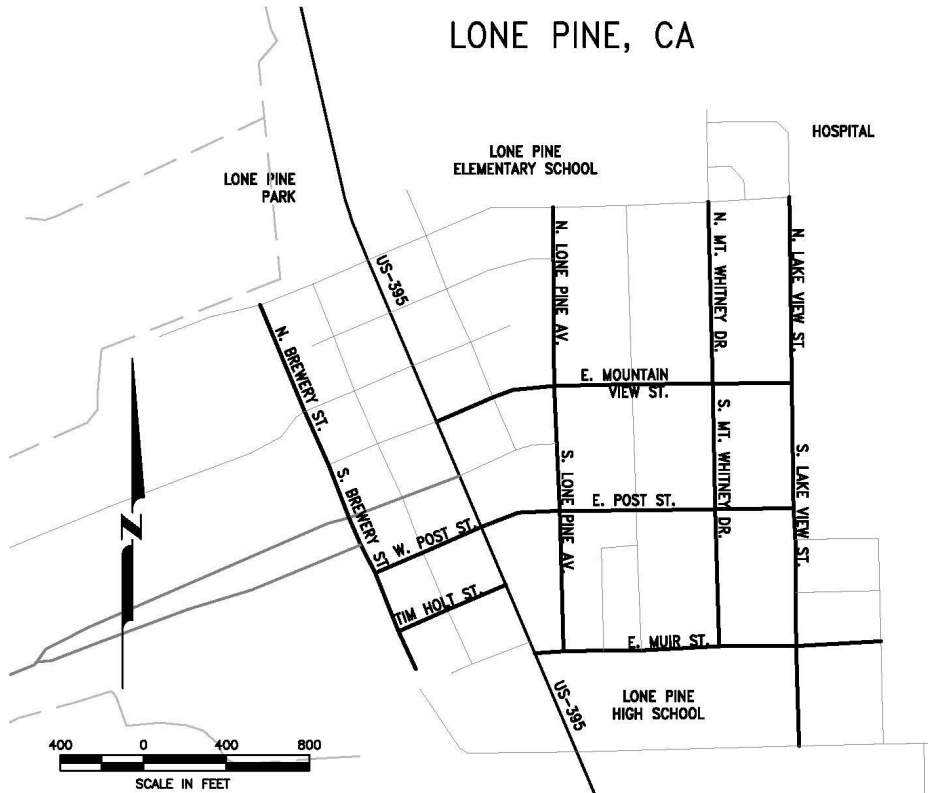
### Lone Pine Town Rehabilitation (County of Inyo)

The County is programming the preliminary components (E & P, R/W and PS & E) for a project that will reconstruct 2.7 miles of streets in Lone Pine and make pedestrian and bicycle improvements. The project will reconstruct: East Mountain View Street, North and South Brewery Street, North and South Mt. Whitney Drive, East Post Street, West Post Street, Tim Holt Street, North and South Lone Pine Avenue, North and South Lake View Street, and East Muir Street.

## VICINITY MAP



## LONE PINE, CA



## **Lone Pine Sidewalk Construction and ADA Improvements**

The goal of the project is to make sidewalks in the Central Business District of Lone Pine to be continuous and ADA accessible. The purpose of the project is to improve safety, improve the economic climate of downtown Lone Pine, and to provide a corridor for children accessing schools. Lone Pine should be a thriving community. Tourists from all over the world are attracted to see nearby Mount Whitney, Alabama Hills, and Death Valley National Park. During the spring, summer, and fall tourists walk up and down the streets of Lone Pine. Yet the town remains a disadvantaged community per the median household income criteria. The project will install new sections of sidewalk at locations in the Lone Pine community chosen to promote connectivity within the downtown business center and to establish a safety corridor along Jackson Street for access to the Lo-Inyo Elementary School. The project will also complete ADA improvements on sections of existing sidewalk including cross slope adjustments, removal of tripping hazards, and installation of compliant curb ramps. The project will fill in gaps in the sidewalk network and provide connections to existing sidewalk along US 395 where all commercial services are located. The project will also provide a continuous sidewalk network between the post office and elementary school on Jackson Street, which is the center of local pedestrian activity. Currently, ADA compliant sidewalks do not extend far beyond Main Street (US 395), making travel difficult for persons with disabilities. The project involves construction and/or ADA improvements on the following streets: Jackson, Locust, Willow, Bushand Mountain View. .

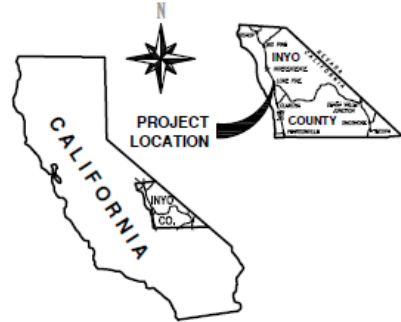


Lone Pine Sidewalk Construction and ADA Improvement Project - Attachment D - Project Map



- - ADA Improvements on Existing Sidewalk
  - - Roads
  - - Proposed New 6' Wide Sidewalk
- 500 ft.

**Attachment C - Project Location Map**



CLINT G. QUILTER, DIRECTOR  
 INYO COUNTY PUBLIC WORKS

DATE

Drawing Prepared by: <b>INYO COUNTY PUBLIC WORKS</b> 168 N. Edwards, P.O. Drawer Q Independence, CA 93526 (760) 876-0201		LONE PINE SIDEWALK CONSTRUCTION AND ADA IMPROVEMENT PROJECT BISHOP, CA	
Drawn by:	Date:	Checked by:	Date:
YER	JUL 2018		JUL 2018
Drawing Name:		SHEET 1 OF 1	
Location Map			

## Appendices

### Attachment 1: Goals and Policies – 2019 Inyo County Regional Transportation Plan

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 upcoming District 9 Intelligent Transportation Master Plan.

Policy 2.1.2: Safer Truck Transportation. Facilitate safer truck transportation and ease the impact of truck traffic on residential areas by constructing designated truck parking and encouraging the development of private truck stops.

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 and state greenhouse gas emission goals.

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.

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 upcoming District 9 Intelligent Transportation Master Plan<sup>1</sup>.

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 and 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.

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.

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.

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.

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.

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 ride hailing services.

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 Service. Encourage interregional and intercity bus lines to provide more attractively scheduled service into and within Inyo County.

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.

Policy 4.3.5: Support Capital Improvements. Consider future and current capital needs in support of delivering transit services. This may include administrative or maintenance facilities and vehicles. Other capital needs include infrastructure related to electrification of the fleets.

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, social media 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 or mobile phone applications.

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.

Objective 4.6: Promote multi-modal connections between communities and recreation destinations

Policy 4.6.1: Support public and private shuttles between communities and trailheads.

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 and how transportation projects will affect overall health of the region.

Policy 5.1.2: Bikeway System in the Region. Plan for and provide a continuous and easily accessible bikeway system within the region, including connections to recreation destinations.

Policy 5.1.3 Promote projects which close gaps in community pedestrian networks, particularly along Safe Routes to School and between residential and commercial areas.

Policy 5.1.4 Plan for the expansion of electric bicycles for commuting in Inyo County including necessary infrastructure improvements.

Objective 5.2: Complete Streets: 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/Pedestrian/Motorist Conflicts. Develop a regional non- motorized transportation system that will minimize conflicts. This may include bicycle and pedestrian-related ITS applications.

Policy 5.2.3: Incorporate active transportation facilities into roadway improvement projects.

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.

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.

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: Incorporate New Developments in Transportation Technology, Including ITS Approaches.

Objective 8.1: New Technology. Incorporate new technology into transportation systems within the county.

Policy 8.1.1: Transportation Technology Research and Development. Support public and private research and development efforts in new transportation technology.

Policy 8.1.2: Communications Technology. Support communications technology that reduces the need for vehicle travel.

Policy 8.1.3: Multimodal Use of Technology. Encourage multimodal uses of new technology.

Policy 8.1.4 Autonomous Transportation. Support autonomous transportation technology.

Policy 8.1.5 Alternative Fuels. Support all types of alternative fuels and infrastructure for transportation in Inyo County.

Goal 9: Management of the Transportation System.

Objective 9.1: Increase the efficiency of the existing transportation system. Implement Transportation System Management (TSM) techniques where feasible.

Policy 9.1.1: Periodically review traffic operations along State highways and major county roads and implement cost effective solutions to reduce congestion.

Policy 9.1.2: Promote access management and accident scene management measures to increase traffic flow.

Goal 10: Transportation Demand Management (TDM).

Objective 10.1: 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 10.1.1: Increase the mode share for public transit by 10 percent by 2030.

Policy 10.1.2: Continually review ridesharing options, including Transportation Network Companies.

Policy 10.1.3: Promote public awareness of Eastern Sierra Transit and rideshare opportunities through media and promotional events.

Goal 11: Land Use Integration.

Objective 11.1: Improve livability and health in the County through land use and transportation decisions that encourage walking, transit, and bicycling.

Policy 11.1.1: 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 11.1.2: Encourage all County entities to actively participate in the Regional Transportation Plan (RTP) Update process.

Policy 11.1.3: 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 11.1.4: Address liability issues and potential impacts to resources and operations that may result from using LADWP right-of-way for public transportation facilities.

**TABLE 11: RTP Program Level Performance Measures**

Performance Measure	Data Source	RTP Measure	RTP Objective/Desired Outcome
<b>Mobility and Accessibility (M/A)</b>	Caltrans traffic volumes, Project Study Reports, Transportation Concept Reports, US Census and Special Studies	Maintain acceptable LOS Peak period travel time on high volume segments (US 395, 6, SR 188) 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
<b>Safety and Security (S) State Highways</b>	Caltrans, California Highway Patrol	Collision rate per 1,000,000 VMT. Fatality rate per 1,000,000 VMT. Number of bicycle and pedestrian related crashes	Reduce accidents below .257 per million annual VMT Reduce countywide fatalities below 0.15 per million annual VMT Complete US 395 4-lane projects Reduce average annual bicycle/pedestrian crashes from 5.4
<b>Safety and Security (S) Local Roads</b>	Inyo County, City of Bishop, California Highway Patrol	Number of Fatal Collisions Number of Injury Collisions Number of Annual Intersection Collisions Number of bicycle and pedestrian related crashes	Reduce number of fatal collisions from 6 in 2017 Reduce number of total collisions from 52 in 2017 Recommend roadway and intersection improvements to reduce incidence Monitor the number and location of intersection collisions Reduce average annual bicycle/pedestrian crashes from 3
<b>System Preservation (SP)</b>	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 Reduce Distressed State Highway Miles Zero Structurally Deficient Local Bridges
<b>Complete Streets/Active Transportation</b>	Census, County, City	Increase non-motorized modes of transportation	Increase County Bicycle Mode Split from 5.6% Increase County Walk Mode Split from 8.3%
<b>Economic Well-Being (EW)</b>	Caltrans, County and City	Increased sales tax revenues	Provide acceptable LOS on all State highways, provide safe and attractive transportation facilities Improve airports

**Section 15. Projects Programming Request Forms (Provide Cover Sheet) –  
Regional Agencies will add their PPRs in this section.**



**INYO COUNTY  
LOCAL TRANSPORTATION COMMISSION**

P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
FAX: (760) 878-2001



Michael Errante  
Executive Director

**Summary of Electronic Project Programming Requests (EPPRs)**

**Section 15 Cover Sheet**

This appendix includes EPPRs for the following projects.

- Plan, Program, & Monitor (Inyo County LTC project)
- East Line Street Bridge (City of Bishop project)
- Lone Pine Town Rehabilitation project (County of Inyo project)
- Lone Pine Sidewalk ADA project (County of Inyo project)

You may direct any questions regarding these EPPRs to Justine Kokx, Transportation Planner at [jkokx@inyocounty.us](mailto:jkokx@inyocounty.us) or via (760) 878-0202.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6134-2022-0002 v0
----------------------------------

Amendment (Existing Project)  YES  NO Date 12/13/2021 13:50:48

Programs  LPP-C  LPP-F  SSCP  TCEP  STIP  Other

District	EA	Project ID	PPNO	Nominating Agency	
09			1010	Inyo County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Justine Kokx			760-878-0202	jkokx@inyocounty.us	
Project Title					
Planning, Programming and Monitoring					

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency				
PA&ED	Inyo County Local Transportation Commission				
PS&E	Inyo County Local Transportation Commission				
Right of Way	Inyo County Local Transportation Commission				
Construction	Inyo County Local Transportation Commission				
Legislative Districts					
Assembly:	26	Senate:	8	Congressional:	8
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

Date 12/13/2021 13:50:48

**Purpose and Need**

Inyo County Local Transportation Commission has defined priorities and planning activities in the Overall Work Program, Regional Transportation Plan and with prior RTIP programming. PPM funds will be used to monitor projects within the planning and programming phases and to continue development of the STIP, OWP and RTP in accordance with the agency public involvement procedures.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
09	Inyo				1010

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E									Inyo County Local Transportation Co
R/W SUP (CT)									Inyo County Local Transportation Co
CON SUP (CT)									Inyo County Local Transportation Co
R/W									Inyo County Local Transportation Co
CON									Inyo County Local Transportation Co
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		157,000	157,000	155,000	155,000	155,000		779,000	
<b>TOTAL</b>		157,000	157,000	155,000	155,000	155,000		779,000	

Fund #1: RIP - State Cash (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		157,000	157,000	155,000	155,000	155,000		779,000	
<b>TOTAL</b>		157,000	157,000	155,000	155,000	155,000		779,000	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6134-2020-0001 v2
----------------------------------

Amendment (Existing Project)  YES  NO Date 12/20/2021 14:11:32

Programs  LPP-C  LPP-F  SCCP  TCEP  STIP  Other

District	EA	Project ID	PPNO	Nominating Agency	
09			2658	City of Bishop	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo				Inyo County Local Transportation Commission	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Deston Dishion			760-937-1335	ddishion@cityofbishop.com	

**Project Title**

East Line Street Bridge Replacement

**Location (Project Limits), Description (Scope of Work)**

In Bishop on East Line Street at Bishop Creek Canal. Replace existing 18.5 foot span wide structure with a new bridge with about a 30 feet span and 60 foot width.

Component	Implementing Agency
PA&ED	City of Bishop
PS&E	City of Bishop
Right of Way	City of Bishop
Construction	City of Bishop

**Legislative Districts**

Assembly: 26      Senate: 8      Congressional: 8

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document      Document Type		07/01/2022
Draft Project Report		08/01/2023
End Environmental Phase (PA&ED Milestone)		08/01/2023
Begin Design (PS&E) Phase		08/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2024
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		03/30/2027
Begin Closeout Phase		04/01/2027
End Closeout Phase (Closeout Report)		06/30/2027

Date 12/20/2021 14:11:32

**Purpose and Need**

Existing structure is deficient and narrow and puts traffic and pedestrians in close proximity. Project area is a gap in pedestrian facilities in area.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Bridge / Tunnel	Local reconstructed bridge/tunnels	SQFT	1,800





Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	Poor	Good	
	LPPF, LPPC	Bridge Substructure Rating	Rating	Poor	Good	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6134-2020-0001 v2
----------------------------------

District	County	Route	EA	Project ID	PPNO
09	Inyo				2658

Project Title  
 East Line Street Bridge Replacement

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Bishop
PS&E									City of Bishop
R/W SUP (CT)									City of Bishop
CON SUP (CT)									City of Bishop
R/W									City of Bishop
CON									City of Bishop
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		128						128	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,403					1,403	
<b>TOTAL</b>		128	1,403					1,531	

Fund #1: RIP - COVID Relief Funds - STIP (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		128						128	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,403					1,403	
<b>TOTAL</b>		128	1,403					1,531	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-6134-2022-0001 v1

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	02/01/2022 13:07:59
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09			2659	Inyo County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Michael Errante			760-878-0201	merrante@inyocounty.us	
Project Title					
Lone Pine Town Rehabilitation					

Location (Project Limits), Description (Scope of Work)

In the Town of Lone Pine in Inyo County: East Mountain View Street, North and South Brewery Street, North and South Mt. Whitney Drive, East Post Street, West Post Street, Tim Holt Street, North and South Lone Pine Avenue, North and South Lake View Street, and East Muir Street. The complete width of all streets in the project limits will be pulverized and repaved with 2.5' new hot mix asphalt (HMA) pavement. Bike Lanes are proposed to be striped on existing roadway on Post Street, Lone Pine Avenue, and Lake View Street. Improved Eastern Sierra Transit Authority (ESTA) Bus Loading will be delineated on E. Muir Street. All existing pedestrian facilities will be upgraded to ADA standards. Select streets would also be striped for on-road sidewalks.

Component	Implementing Agency
PA&ED	Inyo County
PS&E	Inyo County
Right of Way	Inyo County
Construction	Inyo County

Legislative Districts			
Assembly:	26	Senate:	8
		Congressional:	8
Project Milestone		Existing	Proposed
Project Study Report Approved		11/17/2017	
Begin Environmental (PA&ED) Phase			05/12/2021
Circulate Draft Environmental Document	Document Type		06/01/2022
Draft Project Report			06/30/2022
End Environmental Phase (PA&ED Milestone)			06/30/2022
Begin Design (PS&E) Phase			08/01/2022
End Design Phase (Ready to List for Advertisement Milestone)			03/01/2023
Begin Right of Way Phase			08/01/2022
End Right of Way Phase (Right of Way Certification Milestone)			12/01/2022
Begin Construction Phase (Contract Award Milestone)			07/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)			01/01/2027
Begin Closeout Phase			01/01/2027
End Closeout Phase (Closeout Report)			04/01/2027

Date 02/01/2022 13:07:59

**Purpose and Need**

The purpose of this Project is to preserve, extend the life, and improve ride quality of the streets within the project limits in Lone Pine, CA. The project also intends to improve access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, mode split.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO

Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	18

Date 02/01/2022 13:07:59

**Additional Information**

**Performance Indicators and Measures**

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	50	50
			Rating	Poor	Good	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6134-2022-0001 v1
----------------------------------

District	County	Route	EA	Project ID	PPNO
09	Inyo				2659

Project Title  
Lone Pine Town Rehabilitation

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County
PS&E									Inyo County
R/W SUP (CT)									Inyo County
CON SUP (CT)									Inyo County
R/W									Inyo County
CON									Inyo County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	61							61	
PS&E		239						239	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1						1	
CON									
TOTAL	61	240						301	

Fund #1: RIP - State Cash (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	61							61	
PS&E		239						239	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1						1	
CON									
TOTAL	61	240						301	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-6134-2022-0003 v0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2021 13:47:31
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
09		0919000065	2666	Inyo County Local Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Inyo						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Michael Errante			760-878-0201	merrante@inyocounty.us		
Project Title						

Lone Pine Sidewalk Construction and ADA Improvements

Location (Project Limits), Description (Scope of Work)  
 Sections of Inyo County roadways in Lone Pine including: Jackson St., Willow St., Locust St., Bush St., Mountain View St.

Component	Implementing Agency				
PA&ED	Inyo County				
PS&E	Inyo County				
Right of Way	Inyo County				
Construction	Inyo County				
<b>Legislative Districts</b>					
Assembly:	26	Senate:	8,26	Congressional:	8
<b>Project Milestone</b>					
				Existing	Proposed
Project Study Report Approved				01/02/2019	
Begin Environmental (PA&ED) Phase					08/15/2019
Circulate Draft Environmental Document Document Type CE					03/30/2021
Draft Project Report					03/30/2021
End Environmental Phase (PA&ED Milestone)					06/23/2021
Begin Design (PS&E) Phase					06/24/2021
End Design Phase (Ready to List for Advertisement Milestone)					06/01/2022
Begin Right of Way Phase					06/24/2021
End Right of Way Phase (Right of Way Certification Milestone)					12/15/2021
Begin Construction Phase (Contract Award Milestone)					07/15/2022
End Construction Phase (Construction Contract Acceptance Milestone)					08/31/2022
Begin Closeout Phase					09/01/2022
End Closeout Phase (Closeout Report)					01/15/2023

Date 12/13/2021 13:47:31

**Purpose and Need**  
 Promote connectivity in the community of Lone Pine by constructing new sections of sidewalk and completing ADA improvements of existing sidewalk.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

Project Outputs			
Category	Outputs	Unit	Total
ADA Improvements	New sidewalk	LF	4,334
ADA Improvements	New curb ramp installed	EA	54
ADA Improvements	Repair existing sidewalk	LF	2,734
ADA Improvements	Modify crosswalk	LF	60

---

Additional Information

---



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1	3	-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6134-2022-0003 v0
----------------------------------

District	County	Route	EA	Project ID	PPNO
09	Inyo			0919000065	2666
Project Title					
Lone Pine Sidewalk Construction and ADA Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County
PS&E									Inyo County
R/W SUP (CT)									Inyo County
CON SUP (CT)									Inyo County
R/W									Inyo County
CON									Inyo County
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	106							106	
PS&E	291	25						316	
R/W SUP (CT)									
CON SUP (CT)		75						75	
R/W	3							3	
CON	1,589	226						1,815	
<b>TOTAL</b>	<b>1,989</b>	<b>326</b>						<b>2,315</b>	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									To supplement existing funding through the ATP program.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		226						226	
<b>TOTAL</b>		<b>226</b>						<b>226</b>	

Fund #2:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	106							106	This project already exists and is programmed through the ATP (PPNO 2666).
PS&E	241							241	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3							3	
CON									
TOTAL	350							350	
Fund #3:	Other State - Active Transportation Program - SHA (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,589							1,589	
TOTAL	1,589							1,589	

Fund #4:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Inyo County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									RMRA Funds
PS&E	50	25						75	
R/W SUP (CT)									
CON SUP (CT)		75						75	
R/W									
CON									
TOTAL	50	100						150	

## Section 16. Board Resolution of approval of 2022 RTIP



Michael Errante  
Executive Director

### INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
FAX: (760) 878-2001



#### MINUTE ORDER

#### INYO COUNTY LOCAL TRANSPORTATION COMMISSION

**I HEREBY CERTIFY** that at a meeting of the Inyo County Local Transportation Commission on November 17, 2021 via a zoom meeting, an order was duly made and entered as follows:

Approve the submittal of the 2022 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission and 2)  
Authorize the Executive Director to sign documents related to the submittal of the RTIP and to make any technical changes to the RTIP in response to input from City, County, and/or State staff.

Moved by Commissioner Jennifer Roeser and seconded by  
Commissioner Celeste Berg

Motion passed 5-0  
Absent- 1  
ATTEST: 0

Michael Errante, Executive Director

**Section 17. Documentation of Coordination with Caltrans District (Optional)**

--Not Used--

## Section 18. Detailed Project Programming Summary Table – Revised to remove Const from LP Town Streets

(\$1,000)

### Inyo

Agency	Rte	PPNC	Project	Ext	Del	Voted	Total	Project Totals by Fiscal Year							Project Totals by Component								
								Prior	22-23	23-24	24-25	25-26	26-27	27-28+	R/W	Const	E & P	PS&E	R/W Sup	Con Sup			
Inyo County	loc	2659	Lone Pine Town Streets, rehabilitation			May-21	61	61	0	0	0	0	0	0	0	0	0	61	0	0	0	0	
Caltrans	##	170	Olancho-Cartago 4-lane expressway (RIP 25%)			May-21	41,487	41,487	0	0	0	0	0	0	0	0	9,920	20,795	3,748	2,924	1,400	2,700	
Inyo LTC		1010	Planning, programming, and monitoring			Jun-21	156	156	0	0	0	0	0	0	0	0	0	156	0	0	0	0	
Bishop	loc	2658	East Line Street Bridge, replacement			Jun-21	191	191	0	0	0	0	0	0	0	0	0	0	191	0	0	0	
Inyo County	loc	2659	Lone Pine Town Streets, rehabilitation				239	0	239	0	0	0	0	0	0	0	0	0	0	239	0	0	
Bishop	loc	2658	East Line Street Bridge, replacement				128	0	128	0	0	0	0	0	0	0	0	0	0	128	0	0	
Inyo LTC		1010	Planning, programming, and monitoring				629	157	157	157	158	0	0	0	0	0	0	629	0	0	0	0	
<b>Subtotal, Highway Projects</b>							42,891																
<b>Total Programmed or Voted since July 1, 2020</b>							42,891																
<b>PROPOSED 2022 PROGRAMMING</b>																							
Inyo LTC		1010	Planning, programming, and monitoring				-629	-157	-157	-157	-158	0	0	0	0	0	0	-629	0	0	0	0	
Inyo LTC		1010	Planning, programming, and monitoring				779	0	157	157	155	155	0	0	0	0	0	779	0	0	0	0	
Inyo County	loc	2659	Lone Pine Town Streets, rehabilitation				-300	-61	-239	0	0	0	0	0	0	0	0	0	-61	-239	0	0	
Inyo County	loc	2659	Lone Pine Town Streets, rehabilitation				240	0	240	0	0	0	0	0	0	0	1	0	0	239	0	0	
Bishop	loc	2658	East Line Street Bridge, replacement				-128	0	-128	0	0	0	0	0	0	0	0	0	0	-128	0	0	
<b>Subtotal, Highway Proposals</b>							-38																
<b>Total Proposed 2022 STIP Programming</b>							-38																
<b>COVID Projects</b>																							
Bishop	loc	2658	East Line Street Bridge, replacement				1,531	0	128	1,403	0	0	0	0	0	0	0	1,403	0	128	0	0	
Inyo LTC	loc	5948	Lone Pine sidewalk ADA project -ATP				226	0	226	0	0	0	0	0	0	0	0	226	0	0	0	0	
<b>Subtotal, Highway Proposals</b>							1,757																
<b>Total 2022 STIP COVID Programming</b>							1,757																
<b>Balance of STIP COVID County Share, Inyo</b>																							
Total County Share, June 30, 2021							1,757																
Total Now Programmed							0																
Unprogrammed Share Balance							1,757																
Share Balance Advanced or Overdrawn																							
Proposed New Programming							1,757																
Target							0																
Under (Over) Target							0																
<b>Balance of STIP County Share, Inyo</b>																							
Total County Share, June 30, 2021							27,448																
Total Now Programmed or Voted Since July 1, 2020							42,891																
Unprogrammed Share Balance																							
Share Balance Advanced or Overdrawn							-15,443																
Proposed New Programming							(38)																
Target							6,153																
Maximum							8,886																
Under (Over) Target							(9,252)																

## **Section 19. Alternative Delivery Methods (Optional)**

--Not Used--



**Section 20. Add any additional appendices below.**

--Not Used--