

2024 Regional Transportation Improvement Program

Adopted November 29, 2023

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
PO DRAWER Q
INDEPENDENCE, CA 93526
(760) 878-0202**

<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

Submitted December 14, 2023



**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
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Michael Errante
Executive Director

December 15, 2023

Kacey Ruggiero
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Sudha Kodali
California Department of Transportation Headquarters
Mail Station 82, PO Box 942874
Sacramento, CA 94274

Dear Ms. Ruggiero and Ms. Kodali,

Please accept the Inyo County Local Transportation Commission's submittal of the 2024 RTIP. This 2024 RTIP cycle is exciting for Inyo County because it is the first time in many years that our STIP target share balance has been positive. Although not a large sum, Inyo County strives to utilize the available shares to move a project forward that meets the goals outlined in its Regional Transportation Plan and to address critical safety and equity needs of disadvantaged communities in southeast Inyo County. Finally, Inyo County is advancing final phases of a multi-modal project using the 2022 STIP Covid Relief funding.

Thank you for your consideration of the proposed projects. Feel free to contact me with questions or for more information.

Sincerely,

Michael Errante
Inyo County Local Transportation Commission Executive Director
PO Drawer Q; 168 N. Edwards St.
Independence, CA 93526
merrante@inyocounty.us
760-878-0201

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP) Table of Contents

Contents

Overview and Schedule	1
Section 1. Executive Summary	1
Section 2. General Information	1
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	2
Section 4. Completion of Prior RTIP Projects (Required per Section 78).....	3
Section 5. RTIP Outreach and Participation	3
Section 6. 2024 STIP Regional Share and Request for Programming	5
Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects	6
Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs.....	7
Section 9. Projects Planned Within Multi-Modal Corridors.....	7
Section 10. Highways to Boulevards Conversion Pilot Program	7
Section 11. Complete Streets Consideration (per Section 26).....	8
Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP	8
Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines).....	8
Section 13. Regional and Statewide Benefits of RTIP	11
Performance and Effectiveness of RTIP.....	12
Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)	12
Section 15. Project Specific Evaluation (Required per Section 22D)	14
Detailed Project Information	15
Section 16. Overview of Projects Programmed with RIP Funding	15
Appendices.....	18
Section 17. Projects Programming Request Forms	18
Section 18. Board Resolution or Documentation of 2024 RTIP Approval	35
Section 19. Fact Sheet.....	36
Section 21. Detailed Project Programming Summary Table	41
.....	41

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Overview and Schedule

Section 1. Executive Summary

For about a decade, the Inyo County Local Transportation Commission (ICLTC) has had a substantial negative STIP share balance because of the US 395 Olancho Cartago 4-lane Tri County MOU project. The 2024 Draft STIP Fund estimate brings the region out of the negative by a modest \$2.742 million. With regard to these circumstances, the following priorities were used in the development of the draft 2024 RTIP: 1) Program or set aside Regional Improvement Program (RIP) funds to match a Federal FLAP grant, 2) Continue to program STIP 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 more robust. .

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: <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

RTIP document link: [Inyo County 2024 RTIP](#)

RTP link: [Inyo County 2023 RTP Update](#)

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

Name	Michael Errante
Title	Executive Director
Email	merrante@inyocounty.us
Telephone	760-878-0201

- **RTIP Manager Staff Contact Information**

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- **California Department of Transportation Headquarter Staff Contact Information**

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

Name	Kacey Ruggiero	Title	Assistant Deputy Director
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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 to 5 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

The Inyo County Local Transportation Commission is no longer in a negative STIP share balance as of the 2024 cycle. The ICLTC has previously placed an emphasis on completing four-lane projects on US 395 through the County and in adjoining areas to improve safety between Southern California and the Eastern Sierra region. For over two decades, the ICLTC has participated in multiple MOUs with the Mono County Local Transportation Commission, Kern Council of Governments, and San Bernardino County Transportation Authority to leverage Interregional Transportation Improvement Program funds with Caltrans for improvements to the Eastern Sierra corridor. To further that objective, the ICLTC has contributed more than its share of RIP funds towards MOU projects since at least 2016 and has been in a negative STIP share balance until this STIP cycle. The MOU partnership expired as of the 2022 STIP cycle. The effect in Inyo County of a relatively long-term negative share balance has been a reduced capacity to develop new projects due to limited funding.

During 2023, the ICLTC identified its priorities for the development of its 2024 RTIP at three public meetings/hearings held on August 16, 2023, October 18, 2023, with adoption, on November 29, 2023. These priorities are: 1) Program or set aside RIP funds to provide a portion of the match for a Federal Lands Access Program (FLAP) grant to reconstruct State Line Road in southeastern Inyo County; 2) Continue programming the final components of a multi-modal

bridge replacement project using 2022 STIP COVID Relief funds, and 3) Program PPM funds to support the development of future shovel ready projects in Inyo County..

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

No projects were brought to final completion during the 2022 STIP cycle, but several components were moved forward. The PS&E and ROW components of the Lone Pine Town Streets rehabilitation project were obligated in FY22-23. That work continues into FY23-24. The remaining construction components of the Lone Pine ATP sidewalk project and East Line Street Bridge are projected to occur during FY23-24 and FY24-25, respectively

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
N/A	N/A	N/A

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 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
ICLTC adopts 2024 RTIP	November 29, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

Inyo County's Regional Transportation Plan was updated in 2023. Per the 2017 RTP Guidelines, a strong consultation and coordination process was conducted to develop the RTP update. The public participation process complied with previously adopted ICLTC Public Involvement Procedures. In addition to the duly noticed availability of an online questionnaire via the region's most prominent newspaper (The Inyo Register), the questionnaire was made available via Inyo County and social media sites (Facebook and Twitter), as well as multiple online news and press release sources (The Sierra Wave, the Sierra Del Sol, and the Sierra Reader). Tribal governments, local transit and health and human services agencies and interest groups were directly contacted for their input into the RTP development. Two public hearings were conducted to gather public input for the RTP. The development of the RTIP paralleled the development of the RTP, and the RTP community engagement results informed the RTIP's final objectives of advancing towards construction two regionally significant multi-modal projects. These include providing a FLAP grant match for the reconstruction of five miles of road leading from Death Valley to Nevada (and the most heavily travelled route between Las Vegas and Inyo County), and the replacement of a deteriorated bridge accessing the region's only commercial air service near Bishop, CA. Community engagement revealed a strong desire for improvements to bicycle and pedestrian facilities, access to commercial air service, and improvements to the pavement conditions throughout the County, which has a fairly low Pavement Condition Index (PCI) score of 58.8. Inyo County's 2024 RTIP is relatively small in scale but strives in scope to address the needs of Inyo County's communities. The RTP includes only projects that propose to rehabilitate the existing roadways, and therefore, environmental impacts will be limited and considered less than significant. A Negative Declaration was filed in December 2023 for the RTP update, therefore, no negative impacts of will occur with the implementation of the 2024 RTIP, which is consistent with the RTP, per the STIP guidelines.

C. Consultation with Caltrans District (Required per Section 20)

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 20 of the STIP Guidelines.

Throughout the development of the 2024 RTIP, Inyo County staff maintained regular contact with Caltrans District 9 staff regarding the region's ongoing and potential projects that were considered for inclusion in the RTIP. District and County staff meet monthly to strategize and prioritize projects for upcoming funding opportunities. County Staff consulted with Caltrans prior to the ICLTC's public meetings about the RTIP. Caltrans District 9 staff attended the ICLTC's public workshops and hearings that were held in August, October and November for the development and final approval of the RTIP. District 9 staff have concurred with the ICLTC's proposed RTIP projects.

2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Insert your agency’s target share per the STIP Fund Estimate in the text field below.

\$2,742,000

- B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

Project Name and Location	Project Description	Requested RIP Amount
State Line Road FLAP match	Reconstruction of 5.21 miles of State Line Road from Death Valley Junction to the NV State Line.	\$1,721
Planning, programming, and monitoring	Planning, programming, and monitoring	\$1,021

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

[Click here to enter text.](#)

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	2022 STIP COVID	Fund Source 2	Fund Source 3	
East Line Street Bridge, replacement	\$1,531			\$1,531			\$1,531 -
							-
							-
							-
							-
Totals	-	-	-	-	-	-	-

Notes: 2022 COVID STIP Funds

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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. Or state that no ITIP funding was requested.

No ITIP funding is requested

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

The ICLTC has prioritized safety along the Eastern Sierra corridor for at least two decades and has participated in multiple MOUs to leverage ITIP funding for that purpose. These MOUs have expired, but the ICLTC continues to support the completion of previously identified MOU projects including SR 14 Freeman Gulch Segment 2, SR 14 Freeman Gulch Segment 3, and a future project in Mono County on US 395 or SR 120.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

Not Applicable

[Click here to enter text.](#)

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

US 395, the only thoroughfare into Inyo and Mono Counties, is an ideal candidate for the Highways to Boulevards reconnecting communities pilot project. The impacts to community connectivity that have resulted from a series of critical and much needed four-lane widening projects span generations. The widening has bisected tribal and isolated rural communities without fully addressing the needs of the non-motorized public. The lack of complete streets

features on US 395 has created conditions ripe for dangerous highway crossings, a lack of pedestrian and bicycle facilities, and segregation of residents from adjacent and important community facilities. The only sidewalks that exist within the major communities along the US 395 corridor are in Bishop, Big Pine, Lone Pine, and Independence. Outside of those communities, there are no pedestrian facilities linking destinations. The ICLTC partnered with Caltrans, Mono County and led by the Eastern Sierra Council of Governments (ESCOG) to submit a grant proposal for this innovative pilot program.

Section 11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

The ICLTC is carrying forward from its 2022 RTIP the East line Street Bridge replacement project, which will include traffic calming features and pedestrian/bike improvements.

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

Section 12. Regional Level Performance Evaluation (per Section 22A 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 as required per Section 22A 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 are 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 Sustainable Communities Strategy (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 Inyo County 2024 RTIP is consistent with its Regional Transportation Plan, which was updated in November 2023. The Inyo County RTIP furthers goals in RTP Policy 5.2, which states “Promote projects to connect and extend existing bicycle and pedestrian facilities within and to community centers.” Policy 4.8 of Goal 4, Equity, requires the County to “Consider ADA requirements when rehabilitating, repairing, or extending existing pedestrian and bicycle facilities.” Policy 4.7 of the Equity Goal encourages development of non-motorized facilities in compliance with the ADA. The State Line Road reconstruction project meets RTP Goals 1 (Safety) and 3 (Infrastructure Maintenance), by maintaining streets at a safe and acceptable level, and by providing proper levels of road maintenance to avoid costlier rehabilitation in the future. It meets Objective 1B to develop and retrofit transportation facilities to improve safety. Reconstruction of the East Line Street Bridge to meet modern standards meets the objective of Goal 3, “Infrastructure -Maintain a high-quality transportation system.” The width will be increased to accommodate pedestrian facilities. Finally, each of these projects meets objective of RTP Goal 5, “Accessibility/Mobility – Improve multimodal connectivity and access.”

The Inyo County LTC, as a frontier rural RTPA, is not required to implement an APS or SCS. It should be noted that approximately 98.3% of the County is owned by the Federal Government, State Government, and City of Los Angeles. Public land ownership patterns have restricted the amount of future density growth within the County. Inyo County in recent years has been engaged in a process to identify suitable parcels that can be purchased from these public landowners, and or re-zoned for future higher density housing/community needs.

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

. Table B1(a) is included on the next page.

Table B1(a)			
Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (20 years)
Congestion Reduction	Vehicle Miles Traveled per capita, area, CA Public Road Data, US Census	34,073	23,851
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
	Commute mode share (travel to work or school)	13.7%	>13.7%
Transit	Total operating cost per revenue mile	\$4.99	N/A
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	705.59 (42.4% X 1664.14 County Ln miles)	564.47 (+20%)
	Pavement Condition Index (local streets and roads)	58.8 (FY21-22)	70.56 (+20%)
Safety	Total accident cost per capita and VMT	.005 injury crash per capita/ .18 per million VMT	< .18 per million VMT
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	Total Inyo County acres 6,545,280 X 1.7% (developed) = 111,270	Will likely remain stable due to public land ownership patterns.

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 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.

Inyo County's 2023 RTP generally utilizes the performance measures identified in the *Performance Monitoring Indicators Study*, prepared by the Rural Counties Taskforce. However, some of these measures, such as VMT per capita, are challenging for a frontier rural county to accurately measure. Safety plays a large role in the consideration of projects for the Inyo region. Safety as a performance measure can be reflected in injury crashes per capita and per VMT. The Inyo County RTP prioritizes roadway rehabilitation and maintenance. The County conducts annual pavement condition inventory. The overall condition of Inyo County roadways is "fair" at 58.8. Facilitating roadway maintenance through this RTP cycle will improve the PCI. Mode Share/ split is a way to estimate a change or reduction in greenhouse gas emissions. Inyo County is large geographically at over 10K square miles (larger than many states), and the relative share of walking or biking is small compared with driving. However, with the emphasis of active transportation in the RTP and the implementation of multimodal projects from the RTIP's, the share of active modes vs. driving will increase.

Section 13. Regional and Statewide Benefits of RTIP

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

The Inyo County Local Transportation Commission has evaluated the projects included in this 2024 RTIP within the framework of achieving the goals, objectives and policies established in the Inyo County Regional Transportation Plan (RTP). In addition, the State Transportation Improvement Program (STIP) Guidelines require the ICLTC to evaluate the projects included in this RTIP against measures of performance and cost effectiveness.

The ICLTC completed an RTP Update in November of 2023. The update is consistent with the Caltrans 2017 RTP Guidelines and provisions required by the FAST Act and previous federal transportation bills. The projects advanced in the Inyo County 2024 RTIP will have benefits regionally and statewide. Regionally, the reconstruction of Stateline Road to the NV state line will greatly improve the safety of travelers heading to Death Valley National Park (Park) and for interregional travelers to and from Nevada. It is a primary access route for many people. The economic benefits are perhaps difficult to quantify, but the roadway is the most commonly used entryway to Death Valley National Park, whose \$1.7 million annual visitors spent an estimated \$141,000,000 in communities near the Park.

The reconstruction of a 50-year-old bridge near Bishop will address safety concerns due to its narrow span which precludes pedestrian access. The project will bring the County a modern bridge that addresses modern seismic standards, drainage concerns and improves access to the commercial airport. Traffic calming elements such as a bike lane and signage will be included with this project. There are inherent active transportation benefits of the bridge replacement due to the popularity of the route for recreational cycling and its proximity to a community.

Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix 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 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (20 years)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

Table B2(a) Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (20 years)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	34,073	23,851
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)	13.7%	>13.7%
Transit	Change in Total operating cost per revenue mile	\$4.99	N/A
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	705.59 (42.4% X 1664.14 County Ln miles)	564.47 (-20%)
	Change in Pavement Condition Index (local streets and roads)	58.8	70.56 (+20%)
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	Total Inyo County acres 6,545,280 X 1.7% (developed) = 111,270	Will likely remain stable due to public land ownership patterns.

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general-purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated	5.21 miles	Pavement reconstruction and shoulder striping
	New or upgrade bicycle lane/sidewalk miles	4334' LF 2734' LF	New sidewalks Repaired sidewalks
	Operational improvements	54 Curb Ramps 60' LF	New ADA curb ramps Repair crosswalks
	New or reconstructed bridges	1 – replace narrow bridge - 18.5' span to 30' span	Reconstruct narrow bridge and add pedestrian facility

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from 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), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

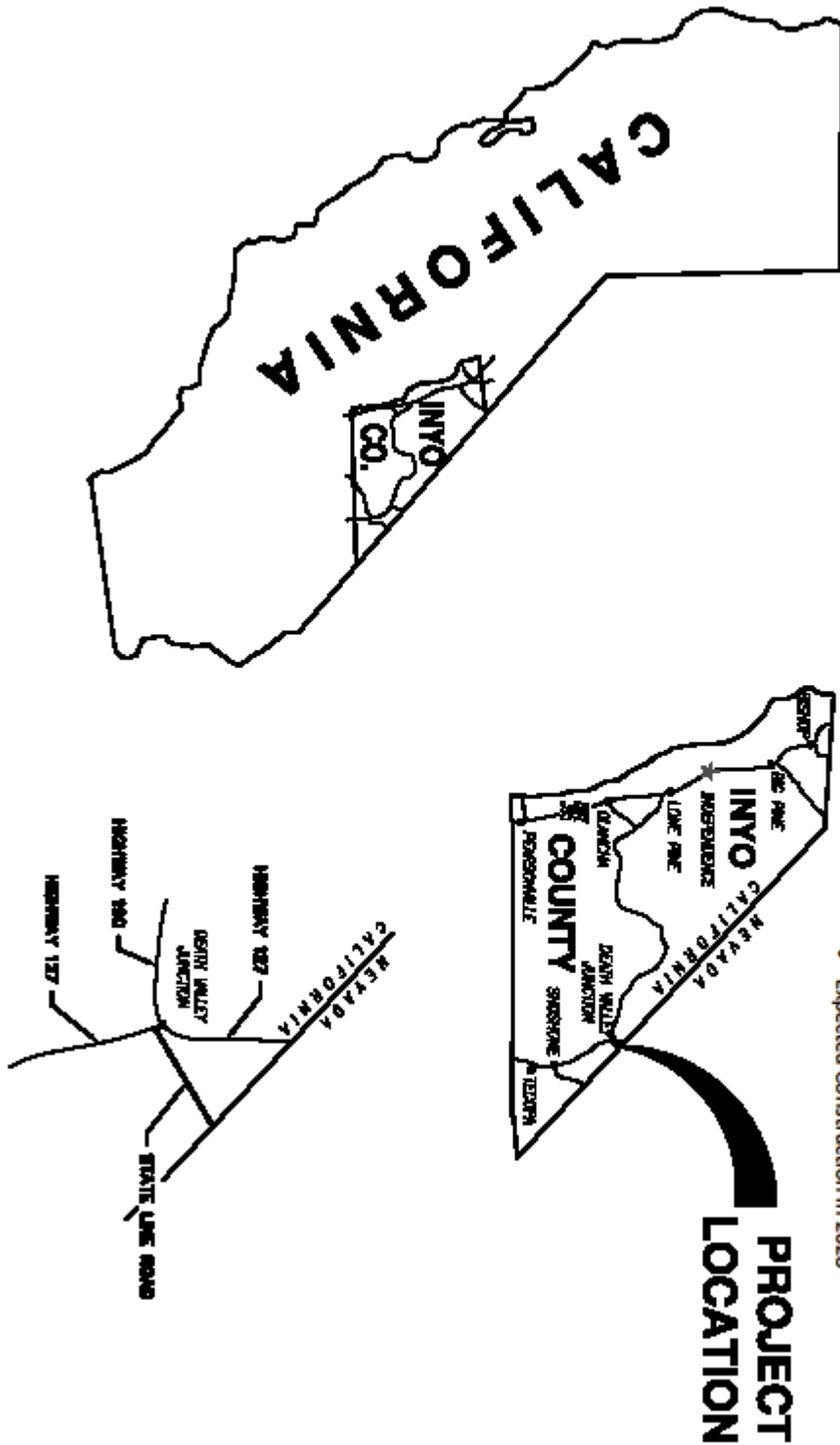
Detailed Project Information

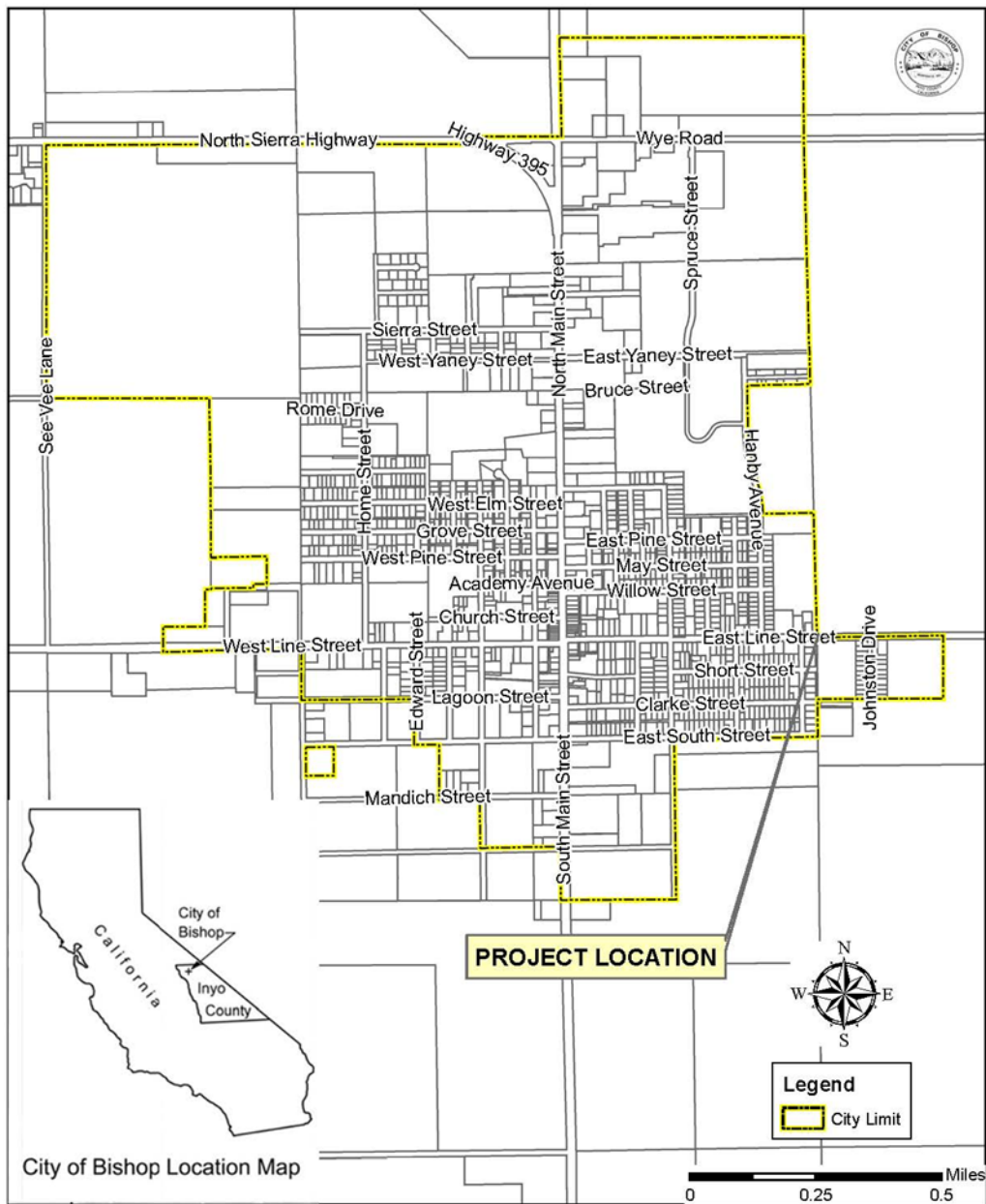
Section 16. Overview of Projects Programmed with RIP Funding

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

STATE LINE ROAD PROJECT LOCATION MAP

- Full reconstruction of State Line Road East of Death Valley Junction, 5.2 Miles of Roadway
- \$22,100,000 Total
- \$19,565,000 Coming from FLAP Grant Monies
- Currently in design phase with FHWA
- Expected Construction in 2028





LOCATION MAP EAST LINE STREET BRIDGE REPLACEMENT

City of Bishop

Replace existing 18.5-foot-wide structure with a new bridge with about a 30-foot span and a 60-foot length. Existing bridge is deficient and narrow and puts traffic and pedestrians in close proximity and creates a gap in pedestrian facilities. Replacement bridge will incorporate pedestrian/bicycle facilities, complete streets elements.

Appendices

Section 17. Projects Programming Request Forms



Inyo County Local Transportation Commission ePPR's

Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

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

PPR ID
 ePPR-6134-2024-0004 v0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 10:20:54
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			5062	Inyo County Local Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Inyo County						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Michael Errante			760-878-0201	merrante@inyocounty.us		

Project Title

State Line Road

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

The scope of this project includes rehabilitation of 5.21 miles of State Line Road from Death Valley Junction to the NV state line. State Line Road will be widened from 24 feet to 28 feet to increase safety for bicycles. This includes 12-foot wide travel lanes and two 2-foot wide paved shoulders, along with grading, drainage structures, full depth reclamation, placement of crushed aggregate base, asphalt pavement, signage, striping and safety related features.

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		03/31/2023	
Begin Environmental (PA&ED) Phase			05/01/2025
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI		02/01/2026
Draft Project Report			03/01/2026
End Environmental Phase (PA&ED Milestone)			05/31/2026
Begin Design (PS&E) Phase			06/01/2025
End Design Phase (Ready to List for Advertisement Milestone)			06/30/2027
Begin Right of Way Phase			05/01/2026
End Right of Way Phase (Right of Way Certification Milestone)			06/30/2026
Begin Construction Phase (Contract Award Milestone)			06/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)			09/30/2028
Begin Closeout Phase			10/31/2028
End Closeout Phase (Closeout Report)			12/31/2028

Date 12/13/2023 10:20:54

Purpose and Need

Federal Lands Access Grant Project to improve access to Death Valley National Park, Ash Meadows National Wildlife Refuge, Bureau of Land Management lands, and to vital services. State Line Road experiences heavy traffic which includes freight. It is not designed for the traffic volume and is deteriorating.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	5.21

Date 12/13/2023 10:20:54

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	49	51
			Rating	Poor	Good	

District	County	Route	EA	Project ID	PPNO
09	Inyo County				5062

Project Title

State Line Road

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,721			1,721	
TOTAL					1,721			1,721	
Fund #1: RIP - State Cash (Committed)									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,721			1,721	
TOTAL					1,721			1,721	

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

PPR ID ePPR-6134-2024-0004 v0

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
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
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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

PPR ID
 ePPR-6134-2020-0001 v3

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date 12/13/2023 10:06:33	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09		1300002617	2658	City of Bishop	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo County				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				07/01/2021	
Circulate Draft Environmental Document	Document Type	07/01/2022		07/01/2022	
Draft Project Report		08/01/2023		08/01/2023	
End Environmental Phase (PA&ED Milestone)		08/01/2023		08/01/2023	
Begin Design (PS&E) Phase		08/01/2023		08/01/2023	
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2024		06/30/2024	
Begin Right of Way Phase				07/01/2022	
End Right of Way Phase (Right of Way Certification Milestone)				07/02/2022	
Begin Construction Phase (Contract Award Milestone)		07/01/2025		12/01/2024	
End Construction Phase (Construction Contract Acceptance Milestone)		03/30/2027		03/30/2027	
Begin Closeout Phase		04/01/2027		04/01/2027	
End Closeout Phase (Closeout Report)		06/30/2027		06/30/2027	

Date 12/13/2023 10:06:33

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

Date 12/13/2023 10:06:33

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	Poor	Good	
	Optional	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 v3

District	County	Route	EA	Project ID	PPNO
09	Inyo County			1300002617	2658

Project Title

East Line Street Bridge Replacement

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	191							191	City of Bishop
PS&E	128							128	City of Bishop
R/W SUP (CT)									City of Bishop
CON SUP (CT)									City of Bishop
R/W									City of Bishop
CON		1,403						1,403	City of Bishop
TOTAL	319	1,403						1,722	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	191							191	
PS&E		128						128	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,403					1,403	
TOTAL	191	128	1,403					1,722	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E	128							128	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,403						1,403	
TOTAL	128	1,403						1,531	
Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E		128						128	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,403					1,403	
TOTAL		128	1,403					1,531	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	191							191	Inyo County Local Transportation Co
PS&E									\$191 PAED voted 06/30/21
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	191							191	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	191							191	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	191							191	

Complete this page for amendments only

Date 12/13/2023 10:06:33

District	County	Route	EA	Project ID	PPNO
09	Inyo County			1300002617	2658

SECTION 1 - All Projects

Project Background

The East Line Street Bridge Replacement project in Bishop, California aims to replace the existing 18.5-foot span bridge with a new bridge. The bridge is 30 feet wide and crosses the Bishop Creek Canal at the city limits.

Programming Change Requested

Shift by one year each, the PS&E and CON components to FY23/24 and FY24/25.

Reason for Proposed Change

Project on track for timely completion, but needed additional time to complete environmental phase.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Project is on track to finalize PA/ED Environmental phase in January 2024. Anticipate allocation request for PS&E in March 2024. No anticipated increase in costs or change in scope.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Minor adjustments to timeline.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

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

PPR ID
 ePPR-6134-2024-0002 v1

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date 11/06/2023 10:39:38	
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			1010	Inyo County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo County					
				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:	8	Senate:	26	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 11/06/2023 10:39:38

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 finds 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 and state and federal guidelines.

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

Date 11/06/2023 10:39:38

Additional Information

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

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

PPR ID
 ePPR-6134-2024-0002 v1

District	County	Route	EA	Project ID	PPNO
09	Inyo County				1010

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	157	200	200	200	200	200		1,157	
TOTAL	157	200	200	200	200	200		1,157	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									HIP loan repayment
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		136						136	
TOTAL		136						136	

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

PPR ID ePPR-6134-2024-0002 v1

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
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
E&P (PA&ED)									Planning, Programming & Monitoring
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	157	64	200	200	200	200		1,021	
TOTAL	157	64	200	200	200	200		1,021	



Inyo County Local Transportation Commission

Minute Order approving 2024 RTIP dated 11/29/2023

Section 18. Board Resolution or Documentation of 2024 RTIP Approval



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 29, 2023 in Bishop, CA, an order was duly made and entered as follows:

APPROVAL of the submittal of the 2023 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission and 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 Muchovej
and seconded by Commissioner Garcia

Motion passed 6-0
Absent- 0
Nocs - 0

ATTEST:

Staff ICLTC

Michael Errante, Executive Director

Section 19. Fact Sheet

(See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.



2024 State Transportation Improvement Program (STIP)



Fact Sheet

Inyo County Regional Transportation Improvement Program

Executive Summary

For the first time in many STIP cycles, Inyo County's 2024 STIP target share balance is positive, calculated at \$2.742 million. A long-term focus by the Inyo County Local Transportation Commission (ICLTC) on safety improvements to the Eastern Sierra corridor has resulted in Inyo County having a negative STIP share balance for several STIP cycles in a row, and generally reduced funding to address the communities' needs for well maintained roads and for multi modal travelling options. For over two decades, the Inyo County LTC engaged in a productive partnership with, Kern County, Mono County, and Caltrans to transform the corridor along SR 14 and US 395 to a significantly safer route for interregional travelers and residents between Southern California and northern Mono County.

Inyo County's 2024 Target share balance, though modest at \$2.742 million, provides an important opportunity address the County's need to provide match for a Federal Lands Access Program (FLAP) Grant to reconstruct 5.21 miles of State Line Road, a primary access road to access Death Valley National Park. The project represents a critical improvement for rural southeast Inyo County residents for whom this road segment is a lifeline to access healthcare and vital services. Furthermore, the project will improve safety for interregional travelers and for visitors of Death Valley.

Benefits

Inyo County's RTIP programs a FLAP match for a \$22 million reconstruction project that will enhance equity and safety for one of the most isolated and disadvantaged population centers in rural southeast Inyo County. State Line Road between Death Valley Junction and the Nevada border is a 5.21-mile stretch of narrow two-lane road that provides the most direct route between Inyo County and Las Vegas. Residents of isolated rural communities, such as Charleston View, Tecopa, and Shoshone rely on this road to access vital services that only exist in an urban area. Department of Transportation signage directs traffic from Las Vegas to this narrow, failing stretch of pavement as the most direct interregional route for freight and travelers between NV and Death Valley. Death Valley saw 1.7 million visitors in 2018, many of whom would have travelled there via this route. The construction of the project will allow for a two-foot-wide shoulder with striping on both sides to better accommodate bicyclists.

Inyo County is also carrying forward from the 2022 RTIP the final phases of one STIP COVID Relief funded project that replaces a narrow bridge near Bishop and incorporates pedestrian and bicycle enhancements. This bridge is deficient and narrow, devoid of pedestrian facilities. East Line Street is the primary access route to the Bishop Airport and is a popular biking route on the eastern side of Bishop, a disadvantaged community in terms of income.

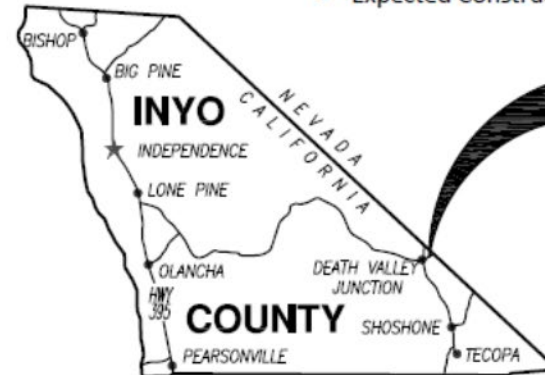
Goals and Objectives

The Inyo County Regional Transportation Improvement Plan (RTP) prioritizes safety, equity, accessibility & mobility, and the environment among its primary goals for the planning period. The RTP and the Lone Pine project are consistent with regional plans, including the 2023 Inyo County Active Transportation Plan, and the Inyo County General Plan. East Line Street Bridge replacement project will make walking and bicycling safer and more accessible, will increase the walk/bike mode split. The State Line Road reconstruction project will improve safety and equity for southeast Inyo County residents.

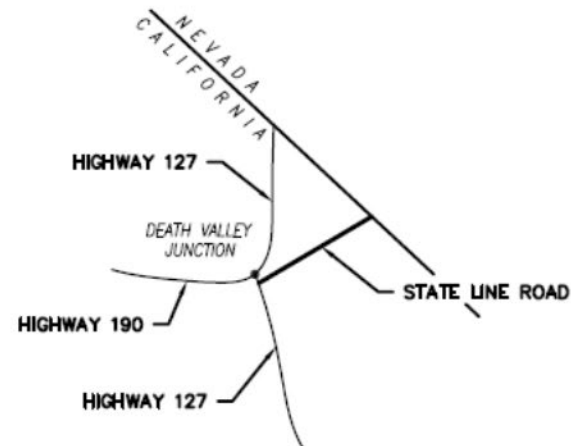
The State of California continues to set ambitious targets for the reduction of GHG emissions through AB 32 (2006) and SB 32 (2016). Even though Inyo County is not required by SB 375 (2008) to address regional GHG targets in the RTP and prepare sustainable community strategies, Inyo County's RTIP includes components that reduce VMT, encourage walking and biking, while at the same time, address critical safety and infrastructure needs.

STATE LINE ROAD PROJECT LOCATION MAP

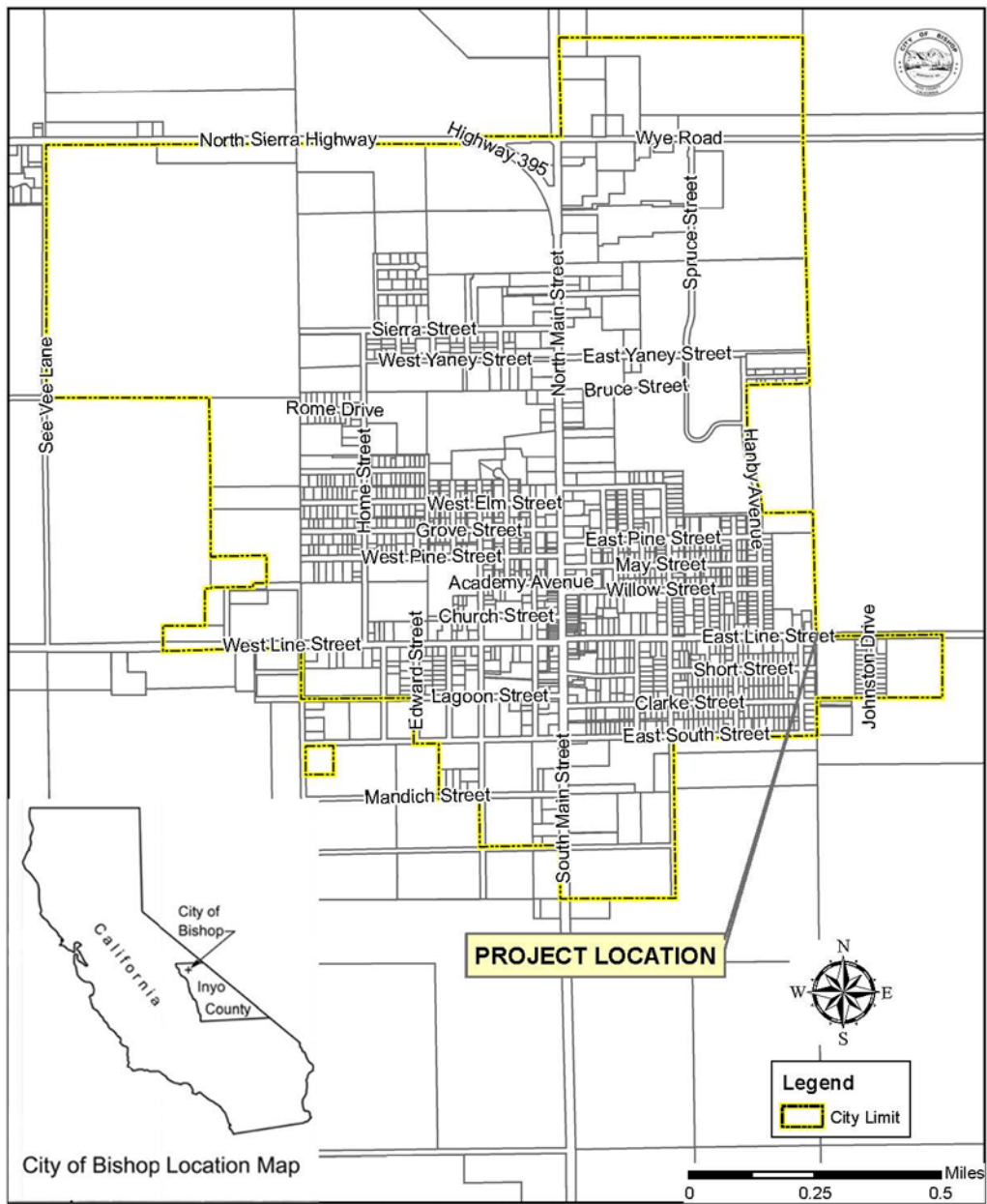
- Full reconstruction of State Line Road East of Death Valley Junction, 5.2 Miles of Roadway
- \$22,100,000 Total
- \$19,565,000 Coming from FLAP Grant Monies
- Currently in design phase with FHWA
- Expected Construction in 2028



**PROJECT
LOCATION**



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LOCATION MAP
EAST LINE STREET BRIDGE REPLACEMENT
 City of Bishop

Section 21. Detailed Project Programming Summary Table

(\$1,000)																	
Inyo																	
					Project Totals by Fiscal Year						Project Totals by Component						
Agency	Rte	PPNO	Project	Total	Prior	23-24	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
			PROPOSED 2024 PROGRAMMING														
Inyo LTC		1010	Planning, programming, and monitoring	1,021	0	157	64	200	200	200	200	0	1,021	0	0	0	0
Inyo LTC		5062	State Line Road FLAP 11.47% match (partial)	1,721						1,721			1,721				
				0													
				0													
			Subtotal, Highway Proposals	2,742													
			Total Proposed 2024 STIP Programming \$2,742,000	2,742													
			COVID Projects														
Bishop	loc	2658	East Line Street Bridge, replacement	1,531	0	128	1,403	0	0	0	0	0	1,403	0	128	0	0
Inyo LTC	loc	5948	Lone Pine sidewalk ADA project -ATP	226	226	0	0	0	0	0	0	0	0	0	0	0	0
			Subtotal, Highway Proposals	1,757													
			Total STIP COVID Programming	1,757													